



PETER HAACK
CONSULTING

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright



Tramway Road BESS

**ADVERTISED
PLAN**

**Landscape and Visual
Impact and Visual
Assessment Report**

29 April 2025

THIS REPORT HAS BEEN PREPARED FOR COGENCY ON BEHALF
OF EKU ENERGY

Table of Contents

1	INTRODUCTION	8
2	METHODOLOGY.....	9
2.1	Approach	9
2.2	Assessment of landscape and visual impacts.....	9
2.2.1	Visual sensitivity	10
2.2.2	Visual modification to the existing setting	11
2.2.3	Occupied field of view – Visual prominence.....	12
2.2.4	Residual impacts.....	13
2.2.5	Cumulative impact.....	14
2.3	Lighting impacts	14
2.3.1	Lighting impact scenarios	14
2.4	Limitations of the assessment	15
3	COMPONENTS OF THE PROJECT	16
3.1	Key features.....	16
3.2	Detail of project components	18
3.2.1	BESS Blocks	18
3.2.2	Switching station	18
3.2.3	HV Switchroom	19
3.2.4	500kV Connecting powerline.....	19
3.2.5	Inverter	19
3.2.6	Operations and maintenance building	20
3.2.7	Acoustic barrier	20
3.2.8	Perimeter Fence.....	21
4	PROJECT CONTEXT AND SETTING APPRAISAL	22
4.1	Project context	22
4.2	Land use and zoning.....	22
4.2.1	Land use	22
4.2.2	Zoning	27
4.3	Vegetation and landscape form	29
4.3.1	Vegetation.....	29
4.3.2	Landscape form.....	34
4.4	Landscape character type	36
4.5	Scenic Quality	39
4.6	Views	39
4.7	Absorptive Capability	42

5	VISUAL IMPACT ASSESSMENT	43
5.1	Visibility of the Project.....	43
5.1.1	Theoretical zone of visual influence (TZVI).....	43
5.1.2	The effect of rural residential vegetation on visual screening	45
5.1.3	Visual prominence	47
5.2	Sensitive viewpoints.....	48
5.3	Visual impact assessment	48
5.3.1	Detailed assessment of representative sensitive viewpoints	49
5.4	Connecting powerline/grid connection	83
5.4.1	Summary	86
5.5	Lighting impacts	86
5.6	Cumulative impact.....	86
5.6.1	Sequential cumulative impacts	86
5.6.2	Simultaneous cumulative impacts.....	86
5.6.3	Amelioration and residual impacts	87
6	AMELIORATION STRATEGIES.....	88
6.1	On-Site Actions.....	88
6.1.1	Project layout.....	88
6.1.2	Perimeter screen planting	88
6.1.3	Material selection.....	88
6.2	Off-Site Actions.....	89
7	CONCLUSION	90
7.1	Landscape character impacts.....	90
7.2	Visual impacts	90
7.2.1	Visual prominence	90
7.2.2	Consideration of visual fit within the setting	90
7.2.3	Initial visual impact	90
7.2.4	Residual impact	91
7.2.5	Cumulative impact.....	91
7.2.6	Impact of connecting powerline	91
7.3	Lighting impacts	91
7.4	Amelioration.....	91

APPENDIX A - Photomontages

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Table of Figures

Figure 1 - Project location (Source: Google Maps).....	8
Figure 2 – Horizontal and vertical field of view.	13
Figure 3 – Site plan of the Project (Source: Cogency).	17
Figure 4 – Alignment of proposed connecting powerline (Source: Cogency).	17
Figure 5 – Proposed BESS module.	18
Figure 6 - Switching station – plan.	18
Figure 7 – Proposed switching station – elevation.	18
Figure 8 – Proposed HV switchroom – rear elevation.	19
Figure 9 – Typical 500kV pylon.	19
Figure 10 – Typical inverter – Side and end elevation.	20
Figure 11 – Concept for onsite maintenance building.	20
Figure 12 – Proposed acoustic barrier – Elevation.	21
Figure 13 – Typical security fence detail.	21
Figure 14 - Project context (Source: Google Earth).	22
Figure 15 – Land use and existing infrastructure (Source: Google Earth).	24
Figure 16 – Typical pastoral land use in the study area.	25
Figure 17 – The Jeeralang A and B Power Station, as viewed from Bonds Lane.	25
Figure 18 – The Hazelwood Terminal Station, as viewed from Tramway Road.	26
Figure 19 - HV Powerlines traverse both Monash Way and Tramway Road, to the north of the subject site.	26
Figure 20 - Existing power lines adjacent to Tramway Road.	27
Figure 21 - View southwest to the residential area from Monash Way.	27
Figure 22 - Zoning Map (Source: Vicplan).	28
Figure 23 – Overlay zoning map (Source: Vicplan).	29
Figure 24 – Vegetation patterns of the subject site and immediate surrounds (Source: Google Earth [2024]).	30
Figure 25 – Typical roadside vegetation on Tramway Road to the south of the subject site.	31
Figure 26 – Dense vegetation along the northern boundary of the low-density residential area. .	31
Figure 27 - Vegetation to the north of the residential area, west of Monash Way.	32
Figure 28 – Typical vegetation surrounding a rural residence.	32
Figure 29 – Establishing forestry plantations to the northwest of the subject site.	33
Figure 30 - Vegetation on and immediately adjacent to the subject site (Source: Google Earth). .	33
Figure 31 – Dense windrow vegetation along the southern boundary of the subject site.	34
Figure 32 - Topographical elevation of broader surrounds of the subject site (Source: ESRI).	35
Figure 33 - Topographical elevation of the subject site and immediate surrounds (Source: ESRI). 35	



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Figure 34 – Detail site levels and features survey for the subject site.....	36
Figure 35 – Landscape Character Types of Victoria Map (Leonard and Hammond 1984, pgs 6 and 7).....	37
Figure 36 - Landscape character of subject site as viewed from Monash Way to the northwest.....	37
Figure 37 – Landscape character of pastoral landscape to the north of the subject site.	38
Figure 38 – Landscape character of Southern Uplands – South Gippsland Hills landscape character unit sub type to the south of the subject site, as viewed from Monash Way.....	38
Figure 39 – Significant view locations from roadways to the Strzelecki Ranges (Source: Google Earth).	40
Figure 40 – View south from Tramway Road, approximately 475m northeast of the Project area, to the Strzelecki Range.	41
Figure 41 - View south from Monash Way, approximately 615m west of the Project area, to the Strzelecki Range.....	41
Figure 42 - TZVI of the proposed BESS units, at 3m in height, and the switching station at 8m average height.	44
Figure 43 - Typology 1 – Minimally screened. Typical plan and elevation.	45
Figure 44 - Typology 2 – Partially screened. Typical plan and elevation.	46
Figure 45 - Typology 3 – Heavily screened. Typical plan and elevation.	46
Figure 46 – Screening effect of vegetation on views from residences (Source: Google Earth).	47
Figure 47 – Assessed viewpoint (VP) locations (Source: Google Earth).....	48
Figure 48 – Location of residence (VP1) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).....	49
Figure 49 – VP1 – View east to from Tramway Road to the landscape setting of the residence. ...	50
Figure 50 – VP1 –View south southwest towards the Project from the driveway entry on Tramway Road east of the residence.....	50
Figure 51 – Location of VP2 in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).	51
Figure 52 – VP2 – Existing view to the Project from Tramway Road to the northeast.	52
Figure 53 – VP2 – Photomontage - View southwest from Tramway Road to the to the Project – At completion of construction.....	52
Figure 54 – VP2 – Photomontage - - View southwest from Tramway Road to the to the Project - 5 years post landscape amelioration.	53
Figure 55 – Location of residence (VP3) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).....	54
Figure 56 – VP3 - View of the landscape setting of the residence from Tramway Road. The visible buildings are sheds located on the property boundary.	55
Figure 57 – VP3 – View west to the Project from Tramway Road, directly between the residence and the Project.....	55
Figure 58 – Location of residence (V4P) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).....	56



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Figure 59 – VP4 – View of the landscape setting of the residence from Boldings Road to the south.	57
Figure 60 – VP4 – View west northwest to the Project from the driveway on Boldings Road to the south of the residence.	57
Figure 61 – Location of residence (VP5) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).....	58
Figure 62 – VP5 - View of the landscape setting of the residence from Boldings Road.	59
Figure 63 – VP5 – View west to the Project from the southern side of the hedge along the property’s boundary with Boldings Road, north of the residence (VP5A_photo).	59
Figure 64 – VP5 – View west to the Project from Tramway Road, directly between the residence and the Project (VP5B_photo).	60
Figure 65 – Location of residences (VP6) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).....	61
Figure 66 – VP6 - View of the typical landscape setting of residences on Winchester Way.	62
Figure 67 – VP6 - View northwest to the Project from the northern extent of Winchester Way.	62
Figure 68 – Location of residence (VP7) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).....	63
Figure 69 – VP7 - View west from Matta Drive of the typical landscape setting of the residences at the northern edge of the residential area.	64
Figure 70 – VP7 – View north northwest to the Project the northern extent of Matta Way.....	64
Figure 71 – Location of residence (VP8) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).....	65
Figure 72 – VP8 - View of the landscape setting of the residence, and north northwest towards the Project, from Tramway Road.	66
Figure 73 – Location of VP9 in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).	67
Figure 74 – VP9 – Character of setting and existing view north to the Project from Monash Way.	68
Figure 75 – VP9 – Photomontage - View north from Tramway Road to the to the Project – At completion of construction.....	68
Figure 76 – VP9 – Photomontage - View north from Tramway Road to the to the Project - 5 years post landscape amelioration.....	69
Figure 77 – Location of VP10 in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).	70
Figure 78 – VP10 – Character of setting and view north to the Project from the sporting pavilion.	71
Figure 79 – Location of residences (VP11) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).....	72
Figure 80 – VP11 - View of the typical landscape setting of residences on Acacia Way.....	73
Figure 81 – V11 - View northeast to the Project from Acacia Way.	73
Figure 82 – Location of residence (VP12) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).....	74
Figure 83 – VP12 - View of the landscape setting of the residence.	75




Figure 84 – VP12 - View northeast to the Project from Monash Way, directly in line with the view from the residence.	75
Figure 85 – Location of residence (VP13) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).....	76
Figure 86 – VP13 - View of the landscape setting of the residence.	77
Figure 87 – VP13 - View northeast to the Project from Nadenbouschs Lane, directly between the residence and the Project.....	77
Figure 88 – Location of VP14 in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).	78
Figure 89 – VP14 – View south from Monash Way to the Strzelecki Ranges.	79
Figure 90 – Location of residence (VP15) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).....	80
Figure 91 – VP15 - View of the landscape setting of the residence.	81
Figure 92 – VP15 – Existing view east to the Project from Monash Way to the west of the residence.	81
Figure 93 – VP15 - Photomontage – View from Monash Way to the west of the residence to the Project – At completion of construction.	82
Figure 94 - VP15 - Photomontage – View from Monash Way to the west of the residence to the Project – 5 years post landscape amelioration.....	82
Figure 95 - Location of connecting powerline, poles/pylons and sensitive viewpoints (Source: Google Earth).....	83
Figure 96 – The Hazelwood Terminal Station would provide a a backdrop to the proposed powerline when viewed from VP1.....	84
Figure 97 – VP2 - Wireframe 3D model overlay showing the powerline route screened by vegetation.	85
Figure 98 – VP3 – Wireframe 3D model of view to the residence at 633 Monash Way and the Project, including proposed HV line.....	85
Figure 99 – Location of Marinus Link Hazelwood switching/convertor station option (Source: Tetrattech Coffey).....	87
Figure 100 - Example of canopy vegetation providing visual integration of substation infrastructure.	89

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Quality Assurance

File Name	Version	Version Date	Details	Reviewed and Approved	
Tramway Road BESS_LVIA_FINAL_RE VA	FINAL	28/04/2024	For submission	Peter Haack	

Contact Details

Peter Haack

Director

Peter Haack Consulting

2/10 Waltham Place, Richmond 3121

Telephone No: 0409 946 938

Email: peter@peterhaack.com.au

Web: www.peterhaack.com.au

**ADVERTISED
PLAN**

1 INTRODUCTION

The Proponent, EKU Energy Australia (EKU Energy) intends to submit a Development Application (DA) for the development of a utility-scale Battery Energy Storage System (BESS), the Tramway Road BESS (the Project), in the Latrobe Valley, Victoria.

The Project is located approximately 142 kilometres east southeast of Melbourne, 2.5km north of the Churchill town centre and approximately 6km south of Morwell (refer to **Figure 1**).

The approximately 20 hectare (ha) subject site is located on Tramway Road the Project will be situated approximately midway between Tramway Road to the east, and Monash Way to the west.

The subject site is located within grazing land, with an existing substation, the Hazelwood Terminal Station, located approximately 550 metres (m) to the north.

The Project area comprises 6.4ha and involves the construction of BESS compounds, associated support infrastructure and an overhead power connection to the terminal station to the north.

This report has been prepared by Peter Haack Consulting to provide a landscape and visual impact assessment (LVIA) for inclusion in the Development Application.

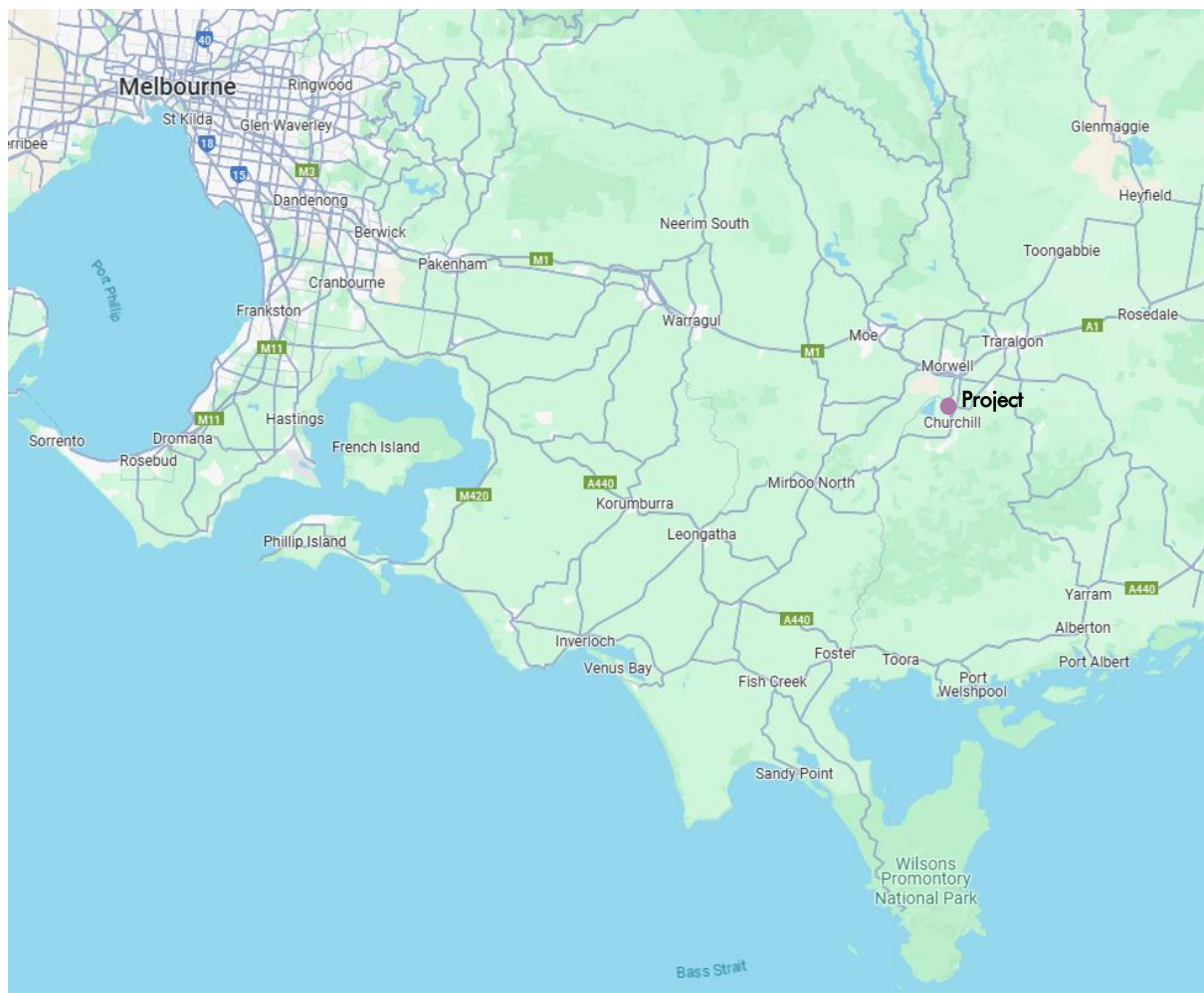


Figure 1 - Project location (Source: Google Maps).

2 METHODOLOGY

2.1 Approach

While there are no specific legislative requirements for the methodology of an assessment such as this in Victoria, the profession typically refers to the guidance offered by:

- Guidance for Landscape and Visual Impact Assessment (GLVIA), Third Edition, Landscape Institute and Institute of Environmental Management & Assessment (2013).
- Guidance Note for Landscape and Visual Assessment, Australian Institute of Landscape Architects (AILA) (2018).
- Solar Energy Facilities Design and Development Guideline (October 2022).

The methodology used for this Project, described below, conforms generally to the direction offered by the above guidelines as well as other proven assessment methodologies.

This preliminary assessment report assesses the landscape and visual impact of the Project, that is the day-to-day visual effects on people's views.

The method to measure visual impacts is based on the combination of the sensitivity of viewers to the proposed change and the magnitude of the Project on that visual setting or view.

The following study components were included as part of this assessment:

- Review the Project with regard to potential visual impacts.
- Characterisation of the existing landscape and visual setting.
- Qualitatively assess:
 - Visual modification at key viewpoints – How would the Project contrast with the landscape character of the surrounding setting?
 - Visual sensitivity at key viewpoints – How sensitive would viewers be to the Project?
 - Potential night-lighting impacts.
- Propose visual impact mitigation and management measures.

2.2 Assessment of landscape and visual impacts

The landscape and visual impact assessment is based on a detailed analysis of the landscape and visual setting and an assessment of the potential impacts of the Project on its viewshed.

The critical issues considered for this LVIA were:

- The number and location of sensitive viewing locations;
- The duration of the view – either static (generally long term - > 1 hour) and mobile (generally short term continually moving and static for no longer than 5 minutes);
- The degree to which the proposed works would be visible;
- The quality of the landscape setting; and
- The degree to which the Project contrasts or is compatible with the visual character of the setting – the visual modification level.

The assessment method assumed that if the Project would not be seen, there is no impact (refer to **Table 1**).

VISUAL IMPACT

		Visual/Viewer Sensitivity		
		High	Moderate	Low
Level of Visual Modification to the Setting	High	High	High	Moderate
	Moderate	High	Moderate	Low
	Low	Moderate	Low	Low
	Very Low	Low	Very Low	Very Low
	Not Visible	No Impact	Not Impact	No Impact

Table 1 - Visual impact determination matrix.

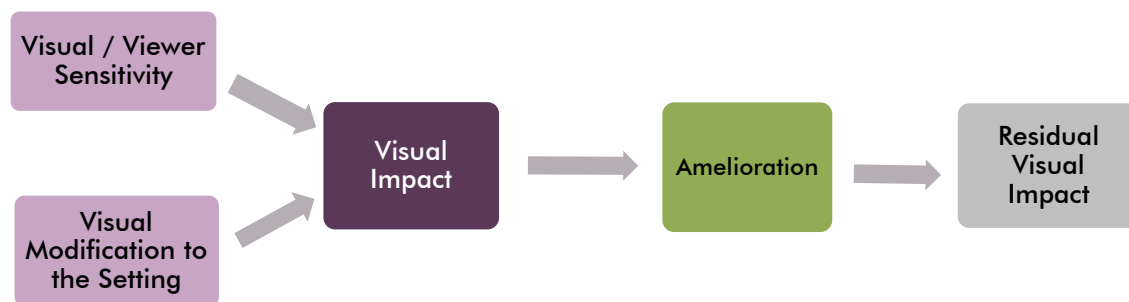


Diagram 1 - Visual impact assessment process.

**ADVERTISED
PLAN**

2.2.1 Visual sensitivity

In this report, the approach to the visual sensitivity is consistent with the USDAFS visual management system¹.

The visual sensitivity of development depends on a range of viewer characteristics. The primary characteristics used in this report include:

- Land use;
- Distance of the development from viewers; and
- Visibility from sensitive land use areas.

Visual sensitivity is a measure of how critically a change to the existing environment would be viewed from various land uses (refer to **Table 2**). Different activities have different sensitivity levels. For example, tourists on holiday would generally view changes to a landscape more critically than industrial workers in the same area. Similarly, individuals would view changes to the visual setting of their homes more critically than changes to the broader area in which they travel or work.

¹ Landscape Aesthetics – A Handbook for Scenery Management, Agricultural Handbook No. 701. United States Department of Agriculture Forest Service (1995).



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

The next critical component to rating the visual sensitivity is the distance of the development from the identified visual use area. There are three viewing situations to consider:

- foreground (0 - 1 km);
- midground (1 km – 4 km); and
- background (> 4 km).

As the distance increases from a proposed development to a sensitive land use area, the level of viewer sensitivity decreases based on a perceptual dis-association based on a reduction in relative proximity.

Visual Use Area	Foreground		Midground		Background
	Local Setting		Sub-Regional Setting		Regional Setting
	0 – 0.5 km	0.5 – 1 km	1 – 2 km	2 – 4 km	> 4 km
Residences	H	H	H	M	L
Tourism	H	H	H	M	L
Collector or "C" Category Roads (Monash Way, Tramway Road)	M	L	L	L	VL
Sporting Reserve	M	L	L	L	VL
Local Roads	L	L	L	VL	VL
Agricultural Areas	L	L	L	VL	VL
Forestry	VL	VL	VL	VL	VL

Legend - H = High, M = Moderate, L = Low, VL = Very Low

*Sensitivity reduces to low in distances greater than 10kms

Table 2 - Typical Viewer (visual) Sensitivity.

Another consideration in defining the level of sensitivity in situations where a development is proposed adjacent to an existing development of a similar form and scale, is that of de-sensitisation. In this scenario, those residing adjacent to the existing development may have become accustomed to its presence and may be less sensitive to an extension with a similar character.

Conversely, the additional development may result in a cumulative impact, with some becoming hyper-sensitised. Given the potential for varying reactions, the methodology takes a cautionary approach and defines all uses at the same sensitivity level as a "greenfields" site.

2.2.2 Visual modification to the existing setting

The level of visual modification resulting to a setting from a proposed development, or the degree to which the setting is modified, can be best measured as an expression of the visual interaction, or the level of visual contrast between the project and the existing visual environment.

A high level of magnitude, or a high degree of visual modification, will result if the major components of the project contrast strongly with the existing landscape.

A low level of magnitude, or a low degree of visual modification, will occur if there is little or minimal visual contrast and a high level of integration of form, line, shape, pattern, colour or texture values between the proposed development and the environment in which it sits. In this situation, the proposed development may be noticeable, but does not markedly contrast with the existing, already modified landscape (refer to [Table 3](#)).

The degree of magnitude or modification would generally decrease as the distance from the Project to various viewing locations increases.

The presence of the existing power related infrastructure, including the terminal station and surrounding powerlines, provides the Project with a significant degree of visual fit within the already modified landscape setting.

Modification Level	Description
High	The proposal is highly visible and intrusive regarding the size, scale and geographical extent, and would disrupt views currently experienced from sensitive land use areas and/or strongly contrasts with the existing landscape setting which has limited capacity for change.
Moderate	The proposal partially intrudes regarding the size, scale and geographical extent or somewhat obstructs current views from sensitive land use areas and/or a noticeable compositional change to the existing landscape setting in which there is moderate capacity for change.
Low	The proposal is barely perceptible resulting in minor deterioration to the view currently experienced from sensitive land use areas; and/or results in a small change to the existing landscape setting in which change is possible without harm.
Very Low	There is minimal compositional contrast and a high level of integration of form, line, shape, pattern, colour or texture values between the proposal and the environment in which it sits. In this situation, the proposal may be noticeable but does not markedly contrast with the existing landscape setting.
Not Visible	There are no views of the proposal components and as such, there is no impact.

Table 3 - Typical scenarios for determining the visual modification level.

2.2.3 Occupied field of view – Visual prominence

To assist with the assessment of visual prominence, this report defines several viewsheds which are based on distance from the project. The methodology is based on the reduction of impact with an increase in distance between a given viewpoint and the project. The potential visual impact of the project will also, to a large extent, depend on how much of the central field of vision it occupies (refer to **Table 4**, **Table 5** and **Figure 2**).

Throughout the visual catchment, the degree of visual prominence will generally decrease as the distance from the development site to various viewing locations increases.

The quantitative assessment of visual prominence, i.e., how much is potentially visible, is intertwined with the distribution, height and density of vegetation as well as topography throughout the visual catchment, elements which can screen views of a development from a particular viewpoint. Visual prominence helps inform the process of determining the visual modification level as previously outlined in the above section.

In areas of flat topography, the vertical field of view of a BESS unit with a height of 3m will be less than 0.5 degrees, or of low visual prominence in distances beyond approximately 350m, and less than 0.25 degrees, or of very low visual prominence in distances beyond 700m.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.

Degrees of Field of View Occupied	Potential Visual Prominence – Horizontal Field of View
Less than 5°	Insignificant – Low Visual Prominence The development may not be highly visible in the landscape as it contrasts strongly with the background.
5° – 30°	Potentially Noticeable – Moderate Visual Prominence The development may be noticeable. The degree that it intrudes on the view will be dependent on how well it integrates with the landscape setting.
Greater than 30°	Potentially Dominant – High Visual Prominence The development will be highly noticeable.

Table 4 - Horizontal line of sight – Visual impact / visual prominence.

Degrees of Field of View Occupied	Potential Visual Prominence – Vertical Field of View
0° - 0.25°	Barely Discernible – Very Low Visual Prominence A very thin line in the landscape.
0.25° - 0.5°	Insignificant - Low Visual Prominence A thin line in the landscape.
0.5° – 2.5°	Potentially Noticeable – Moderate Visual Prominence The development may be noticeable. The degree that it intrudes on the view will be dependent on how well it integrates with the landscape setting.
Greater than 2.5°	Potentially Dominant – High Visual Prominence The development will be highly noticeable, although the degree of visual intrusion will depend on the landscape setting and the width/spread of the object.

Table 5 - Vertical line of sight – Visual impact / visual prominence.

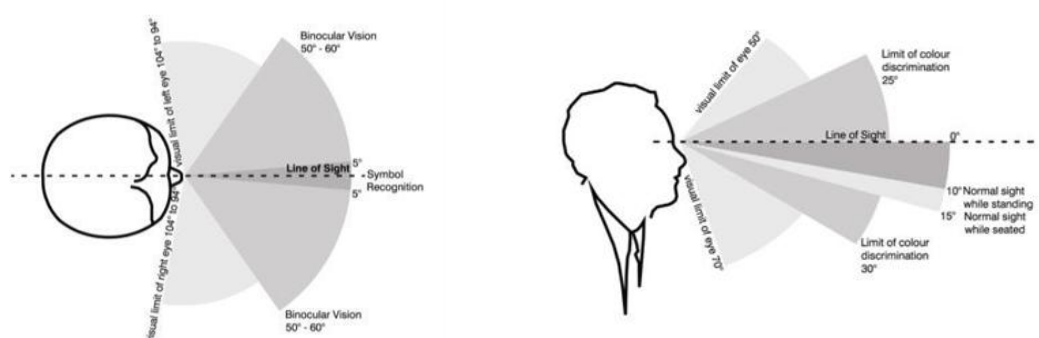


Figure 2 – Horizontal and vertical field of view.

2.2.4 Residual impacts

The effectiveness of the measures proposed in mitigating the landscape and visual impacts resulting from the Project is demonstrated by comparing the visual impact during initial operation



with the residual impact when the proposed landscape measures have mostly matured, which is typically ten (10) years following initial establishment.

Generally, residual impacts would be reduced by at least one level where landscape measures have been proposed and have matured, as a result of the filtering of, or inhibiting views to the Project.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

2.2.5 Cumulative impact

The landscape and visual impact of the project cannot be considered in isolation, as the site is located within a regional setting that includes a number of projects currently operating and approved or lodged projects that may commence construction in the near future.

In the definition of what projects are included in a cumulative impact assessment, the question of 'reasonable foreseeable future actions' should be considered in defining which projects are included in the cumulative impact assessment. That is, some approved projects could be shown to have little or no prospect of being developed and could be excluded from the assessment process.

2.2.5.1 Simultaneous cumulative impact

Simultaneous cumulative impact refers to occurrences where an impact may result from several potential visual intrusions being visible from an individual location at the one time.

2.2.5.2 Sequential cumulative impact

Sequential cumulative impact refers to occurrences when the viewer must move to another viewpoint to see different developments. Sequential cumulative impacts most typically apply to road users as they traverse the landscape along major roads.

2.3 Lighting impacts

AS-NZS-4282-2019 Control of the obtrusive effects of outdoor lighting provides standards for the assessment and limitation of lighting impacts. The standard identifies four environmental zones for exterior lighting which are categorised by the degree of artificial lighting within an area. For example, national parks would be categorised as an intrinsically dark landscape (Category A1), whereas a city centre with high levels of night-time activity would be categorised as a high district brightness area (Category A4).

The standard is aimed at the minimisation of light spill. Regardless of the existing brightness of a particular setting, it is a widely accepted principle that light spill, particularly upward light spill, be minimised wherever possible.

2.3.1 Lighting impact scenarios

Glow

Light glow is typically an upward projection of light that results in illumination of the night sky above a lighting source. It is intensified, or more visually apparent when foggy or cloudy as the light reflects or disperses of water droplets in the atmosphere. Glow is visible over significant distances.

Spill

Spill is light that falls on adjacent sensitive surfaces, both vertical and horizontal, and is most intrusive where it illuminates private open spaces or spills through windows.

Hot spots

Hot spots relate to concentrated areas of bright light in an otherwise less well illuminated setting. Hot spots will be most visible where are elevated.

Kinetic / movement

Lights that change colour or flash can draw the attention of a viewer. As the speed of the colour change or blink increases in speed, so too will its prominence of ability to draw attention.

2.4 Limitations of the assessment

There are these following limitations associated with this assessment:

- The LVIA process aims to be objective and, as such, seeks to describe any changes factually. Potential changes resulting from the project have been defined. However, the significance of these changes requires qualitative (subjective) judgements to be made. Therefore, the conclusions to this assessment combine both objective measurement and subjective professional interpretation. This assessment has attempted to be objective, however, it is recognised that visual assessment can be highly subjective, and individuals are likely to associate different visual experiences to the study area;
- The impact assessment is focused on the current land uses and zoning; and
- Methodology of the construction works are currently unknown and dependent upon planning approvals. However, we have assumed that the impacts during construction would result in a similar degree of visual impact to that of the operational phase assessment findings, pre-amelioration.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

3 COMPONENTS OF THE PROJECT

3.1 Key features

As illustrated in **Figure 3** and **Figure 4** the Project involves the development of a 6.4ha BESS facility on the approximately 20ha subject site and the construction of a connecting HV powerline.

The works and components associated with the Project include:

- 276 BESS blocks.
- 92 inverters.
- A 33kV/500kV switching station.
- A HV switchroom.
- Auxiliary transformers
- Harmonic filters.
- 500kV transmission connection infrastructure to the existing 500kV Hazelwood Terminal Station. Option B is the preferred route.
- Auxiliary power supplies.
- Protection and control equipment.
- A control room.
- Spare parts storage.
- An operations and maintenance building.
- An access point on Tramway Road, internal maintenance tracks and carparking.
- 2 water storage tanks and fire-fighting infrastructure.
- Security fencing and monitoring systems.
- An acoustic fence around the BESS units.
- Earthworks.
- Temporary layout areas for the construction period.
- Retention pond.
- Landscaping / 5m wide screen planting.
- Security lighting is required around the BESS, inverter and HV switchroom.

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

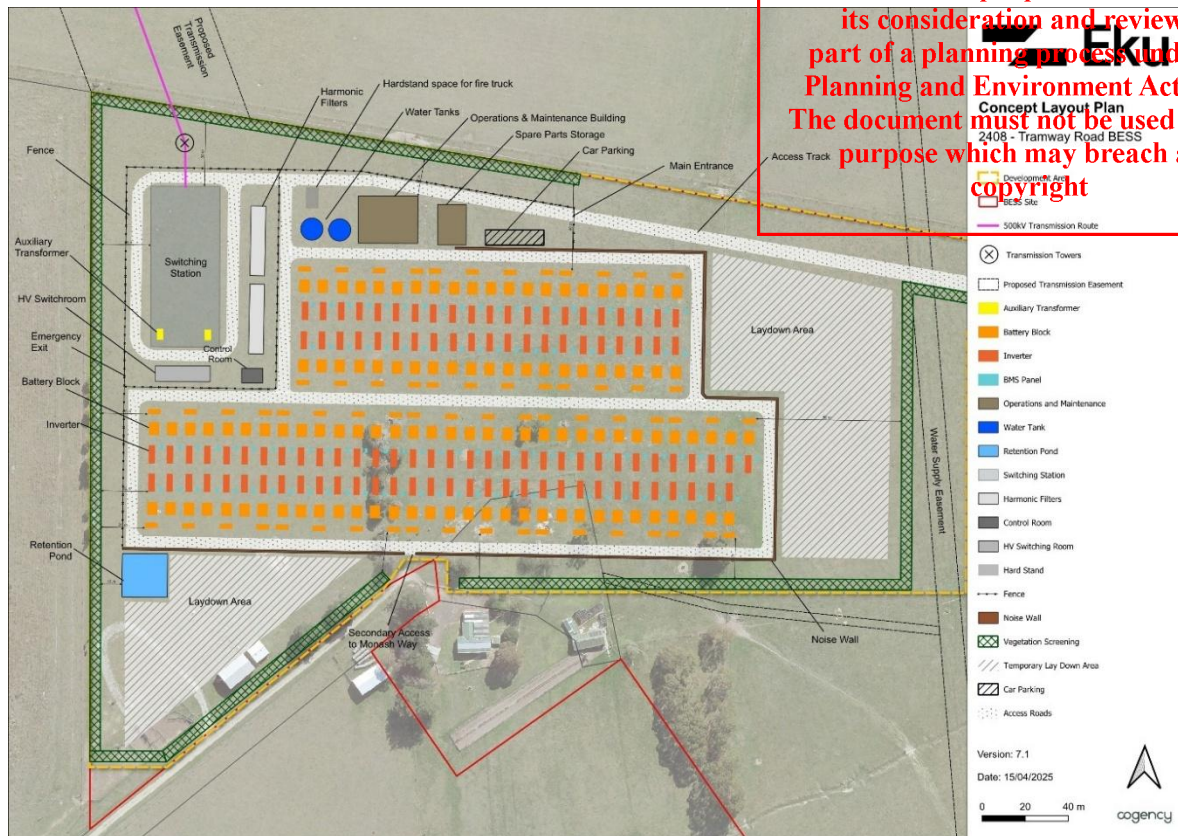


Figure 3 – Site plan of the Project (Source: Cogency).

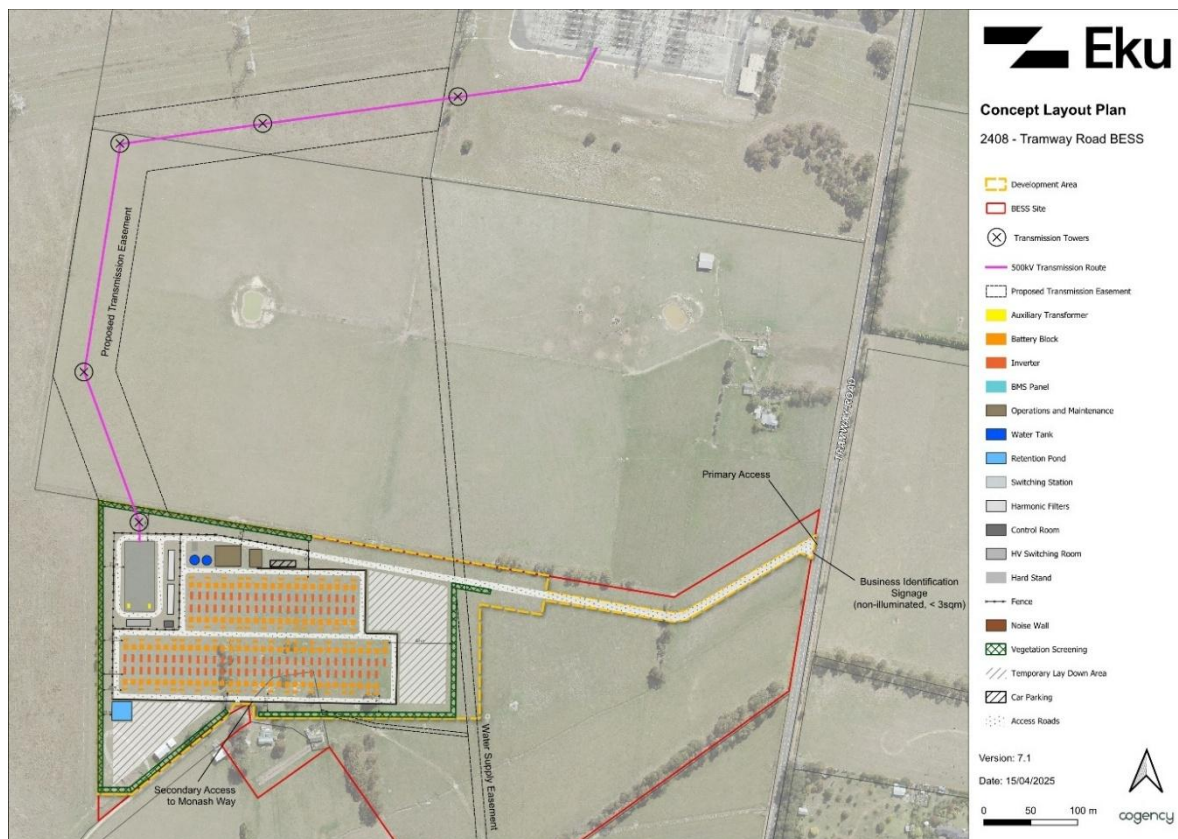


Figure 4 – Alignment of proposed connecting powerline (Source: Cogency).

3.2 Detail of project components

The most visible components of the Project that may result in visual impacts to surrounding sensitive receptors are outlined below.

3.2.1 BESS Blocks

Installation of batteries housed inside 276 BESS containers constructed of steel, with indicative dimensions of 6.1m (length) x 1.7m (width) x 2.9m (height) (refer to **Figure 5**).

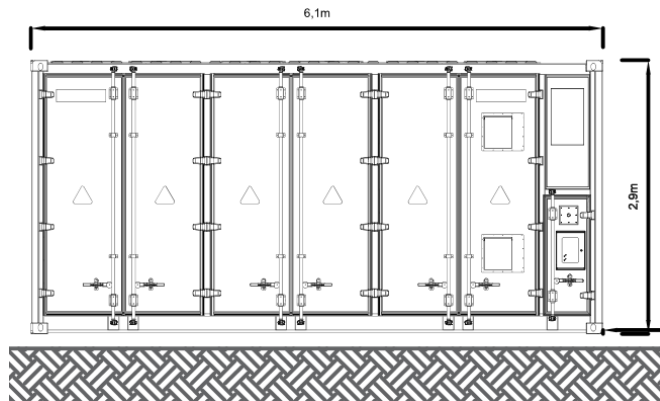


Figure 5 – Proposed BESS module.

**ADVERTISED
PLAN**

3.2.2 Switching station

The switching station and associated hardstand areas will have a footprint of approximately 160m x 120m, an average height of 8m and a maximum height of approximately 15m (refer to **Figure 7** and **Figure 7**).

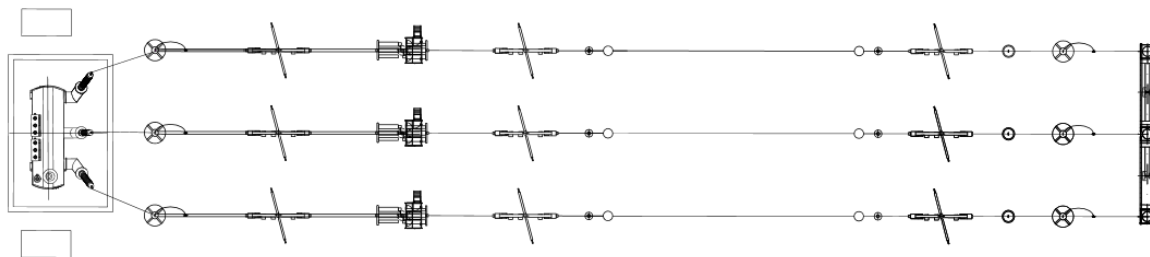


Figure 6 - Switching station – plan.

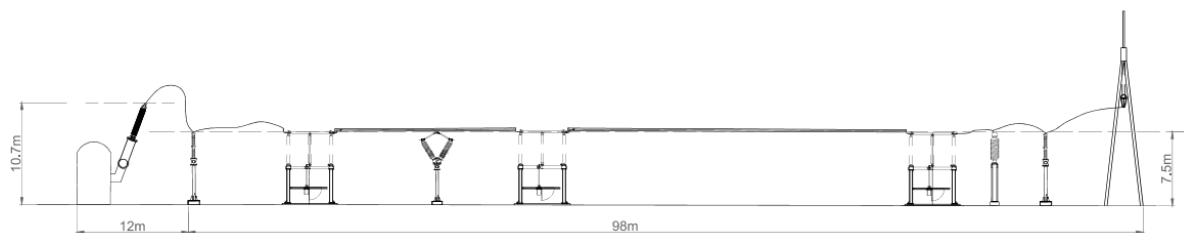


Figure 7 – Proposed switching station – elevation.

3.2.3 HV Switchroom

The HV switchroom will have a footprint of 31.1m x 4.7m and a maximum height of 6.2m (refer to **Figure 8**).

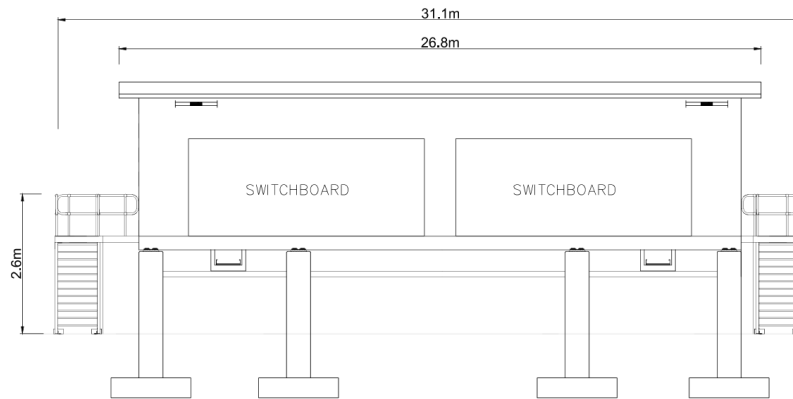


Figure 8 – Proposed HV switchroom – rear elevation.

**ADVERTISED
PLAN**

3.2.4 500kV Connecting powerline

An approximately 1.4km section of new powerline (Option B) is required to connect the switching substation at the Project to the main grid at the Hazelwood Terminal Station. At approximately 60m in height, the pylons will be similar in scale to those that traverse the region and area immediately to the north of the subject site (refer to **Figure 9**).



Figure 9 – Typical 500kV pylon.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

3.2.5 Inverter

The panels generate Direct Current (DC) electricity which must be converted into Alternating Current (AC) before being fed into the local electricity grid network.

The transformer in the inverter transforms electrical energy from one circuit to another and allows for the energy generated to be fed into the local grid network.



The inverter is housed in a cabin-like structure mounted on a concrete base, and is 8.1m long, 2.24m wide and 2.791m high (refer to **Figure 10**).

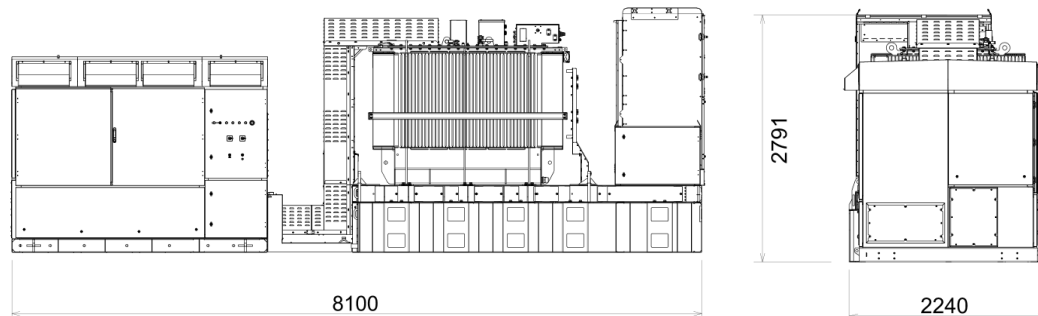


Figure 10 – Typical inverter – Side and end elevation.

3.2.6 Operations and maintenance building

The operations and maintenance building will be a relatively simple, low-profile structure, approximately 12m long, 4m wide and 3.6m high (refer to **Figure 11**).



Figure 11 – Concept for onsite maintenance building.

3.2.7 Acoustic barrier

A 5m high acoustic barrier is required around the BESS units. This will be comprised of panels coloured in a natural, grey/green finish (refer to **Figure 12**).

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 12 – Proposed acoustic barrier – Elevation.

3.2.8 Perimeter Fence

A 2.35 m high chainmesh fence will be installed around the Project (refer to **Figure 13**). The purpose of the fence is to deter theft or vandalism and prevent unauthorised access to equipment.

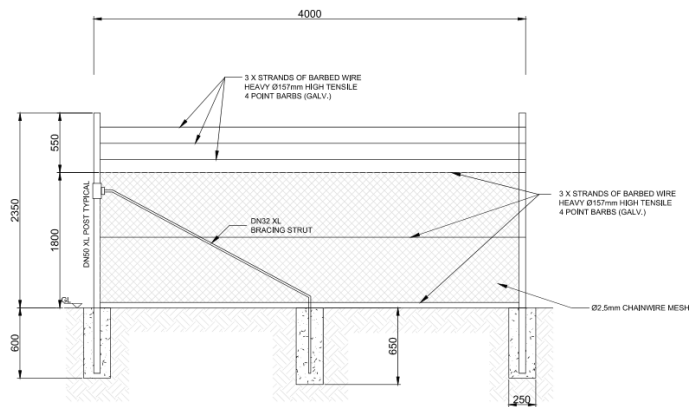


Figure 13 – Typical security fence detail.

**ADVERTISED
PLAN**



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

4 PROJECT CONTEXT AND SETTING APPRAISAL

4.1 Project context

The Project is situated to the western side of an irregular shaped parcel of land (the subject site), approximately 20ha in area, which is located between Monash Way in the west, and Tramway Road in the east and referred to as Lot 2 PS700402 Tramway Road.

The Hazelwood Terminal Station is located approximately 550m to the north, with the Jeeralang A and B Power Station also located 1.1km to the north.

The northern boundary of Churchill township is located approximately 570m to the south (refer to **Figure 14**).



Figure 14 - Project context (Source: Google Earth).

4.2 Land use and zoning

4.2.1 Land use

The land use of subject site and surrounding area is comprised of grazing land, which separates the township of Churchill in the south from the energy generation related uses in the north and northwest (refer to **Figure 15** and **Figure 16**).

The energy generation uses cover an extensive area and comprise the following activities:



- Hazelwood Terminal Station
- Jeeralang A and B Power Station
- Hazelwood Cooling Pond
- Morwell Open Cut Mine
- HV transmission lines

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

The existing electrical infrastructure elements are visible within the landscape, with the largest elements being the existing power station and associated substations with the associated transmission lines connecting them (refer to **Figure 17** and **Figure 18**). There are also above-ground electrical distribution lines running along many of the roads in the surrounding area, including Tramway Road and Monash Way (refer to **Figure 19**).

The northern residential edge of Churchill is comprised of an area of lower density rural living land, located 830m to the south southeast of the subject site, and normal density residential land, located 1.3km to the south southwest (refer to **Figure 21**).

Other land uses within 3km of the subject site include:

- Forestry plantations (~600m west)
- Hazelwood South Reserve (~700m south)
- Mathieson Park (~1.4km south)
- An industrial estate (~1.8km southwest)
- An industrial estate (~2.5km north)
- Hazelwood North Primary School (~3km northwest)
- Hazelwood North Reserve (~2.8km northwest).

The most significant roads within the viewshed of the subject site are Tramway Road, immediately to its east, and Monash Way, 580m to its west, which are both designated "C" category, collector roads.

ADVERTISED PLAN

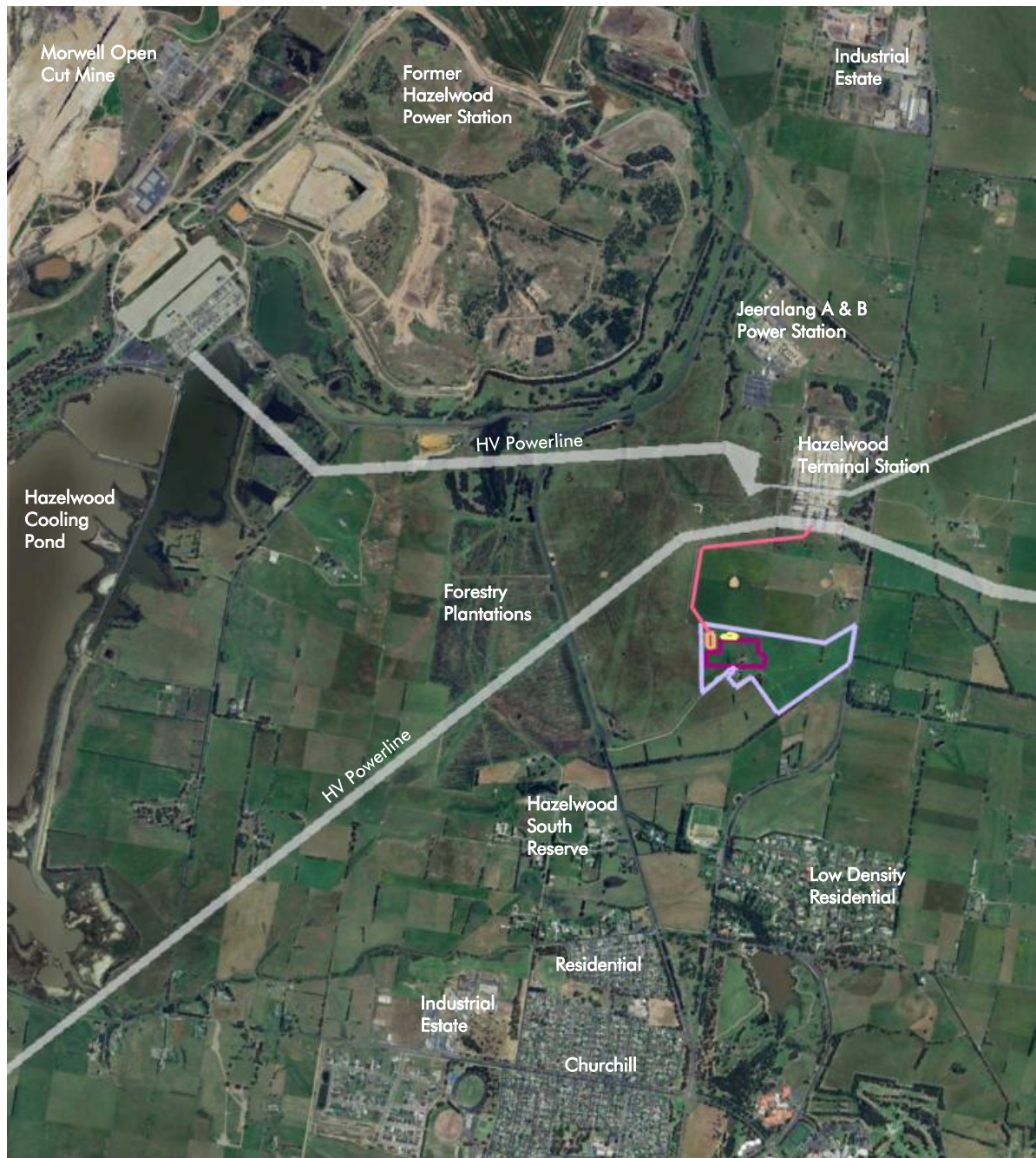


Figure 15 – Land use and existing infrastructure (Source: Google Earth).

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

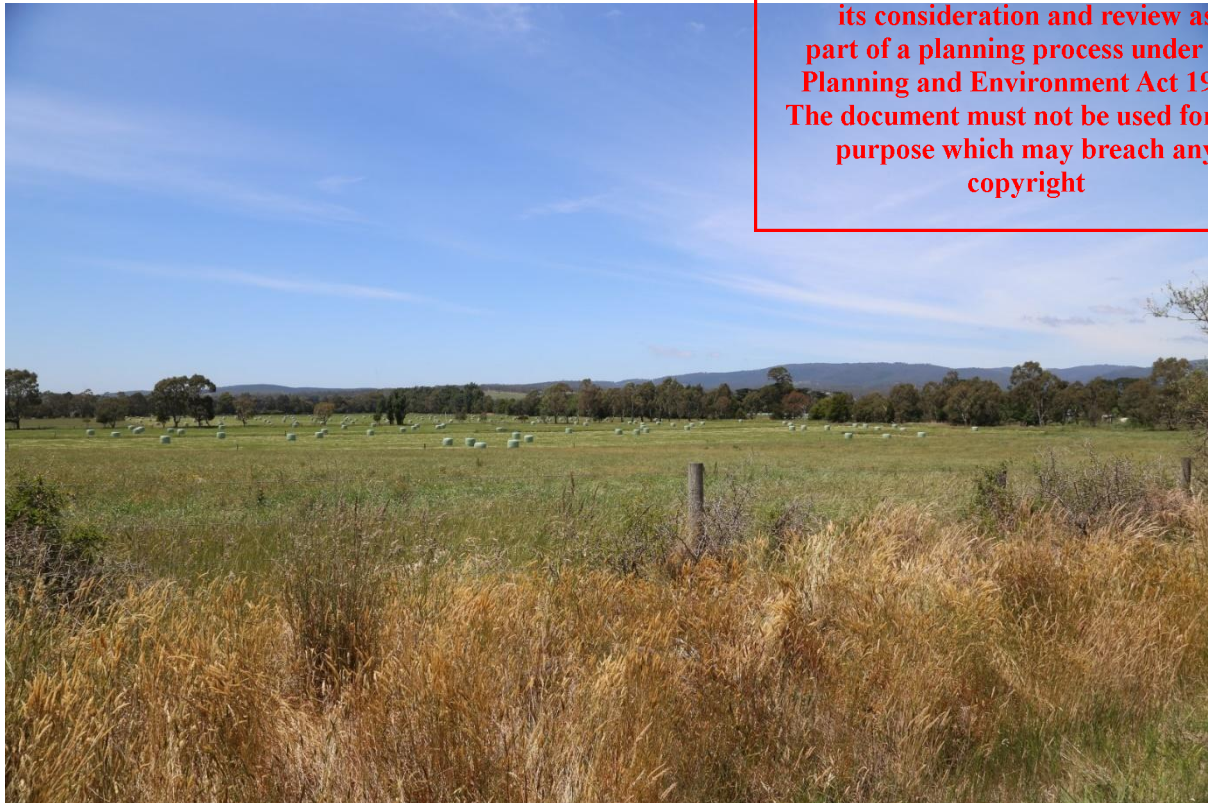


Figure 16 – Typical pastoral land use in the study area.



Figure 17 – The Jeeralang A and B Power Station, as viewed from Bonds Lane.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

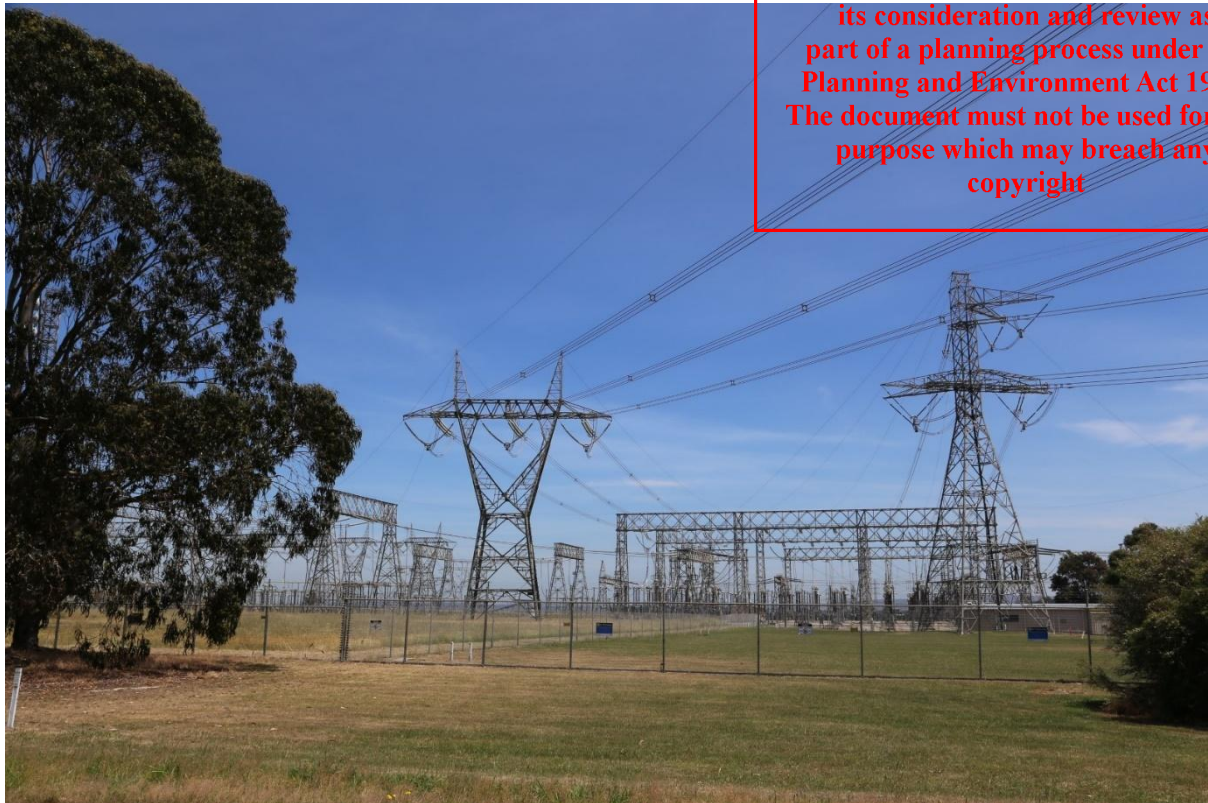


Figure 18 – The Hazelwood Terminal Station, as viewed from Tramway Road.



Figure 19 - HV Powerlines traverse both Monash Way and Tramway Road, to the north of the subject site.



Figure 20 - Existing power lines adjacent to Tramway Road.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**



Figure 21 - View southwest to the residential area from Monash Way.

4.2.2 Zoning

The Project is located within the Latrobe City Council area. The entirety of the subject site is zoned Farming Zone Schedule 1 (FZ1) (refer to **Figure 22**).

There are no specific landscape and visual related objectives for the zone, however, siting and design issues for consideration include:



- The impact of the siting, design, height, bulk, colours and materials to be used, on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.
- The impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.

Of relevance to landscape and visual matters is Environmental Significance Overlay Schedule 1 (ESO1) extends over the southern portion of the subject site and areas to its east and west, extending to the northern boundary of the Churchill township (refer to **Figure 23**).

The purpose of the zone is to provide a buffer between coal mining related activities and the township, as follows:

- To ensure that development in the Gippsland Coalfields Policy Area provides mutual protection of urban amenity, coal resource development, the continued social and economic productive use of land and is compatible within a buffer area including reservations and for services ancillary to a Brown Coal Open Cut outside the buffer area.

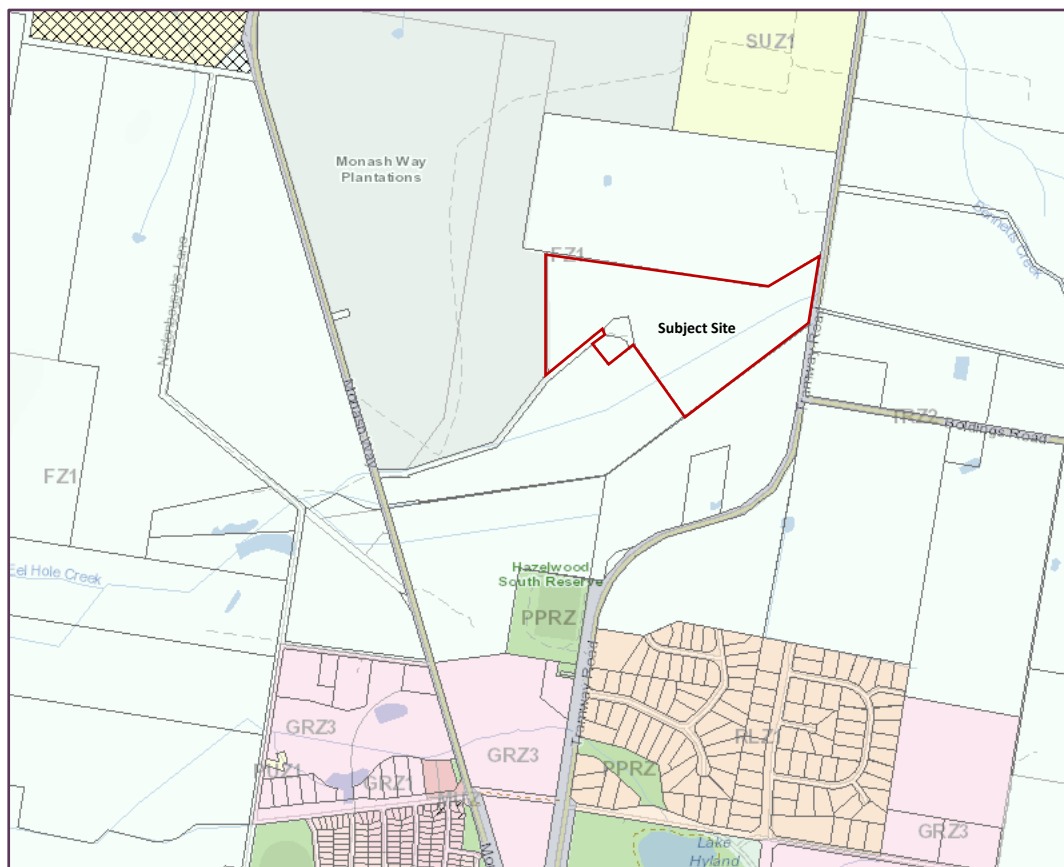


Figure 22 - Zoning Map (Source: Vicplan).

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

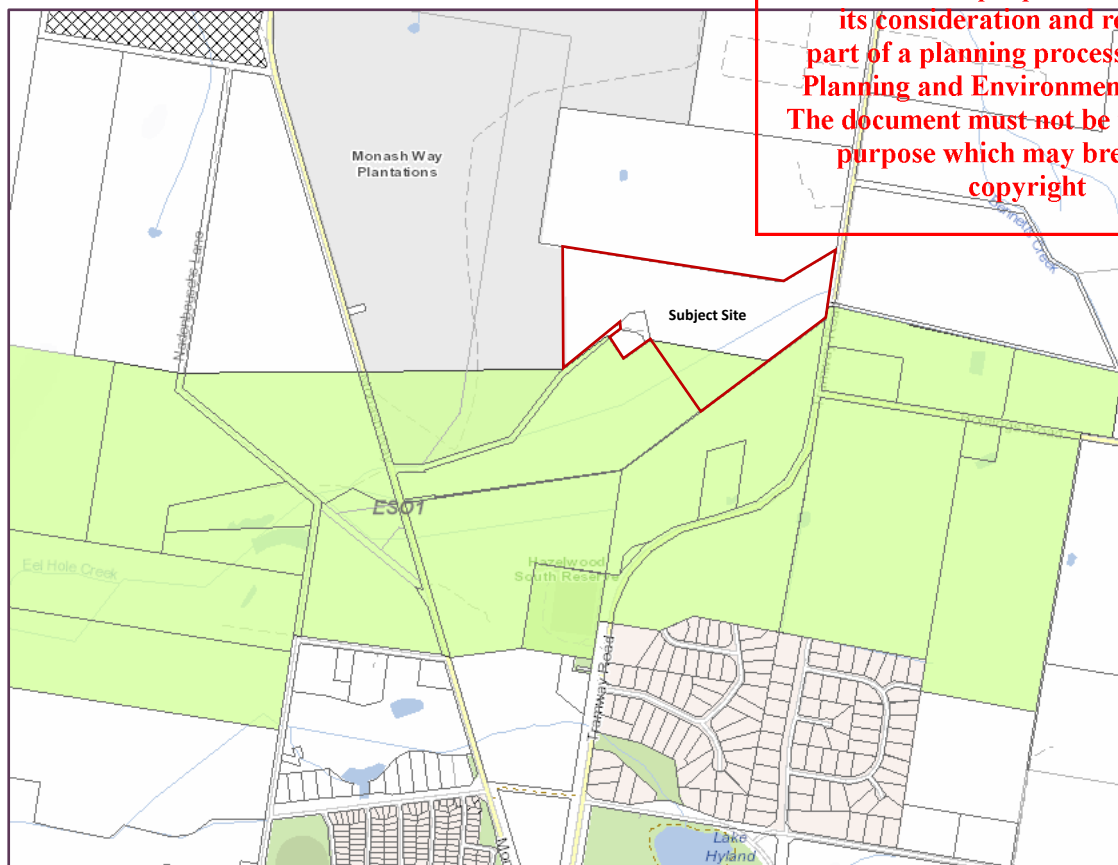


Figure 23 – Overlay zoning map (Source: Vicplan).

4.3 Vegetation and landscape form

4.3.1 Vegetation

The subject site and the surrounding area is a flat to slightly undulating landscape comprised of open pasture or cropping land partly visually compartmentalised by rows of trees and tall shrubs along roadways and paddock boundaries (refer to **Figure 24** and **Figure 25**). Vegetation is a combination of native species, predominantly Eucalypts and exotic coniferous species. Occasional groups of indigenous species are found along drainage lines.

The low density residential area to the south of the subject site has a dense row of exotic coniferous species located along its northern interface with the Hazelwood Airfield (refer to **Figure 26**).

The residential area to the south southwest of the subject site has a band of randomly arranged native trees along its northern edge (refer to **Figure 27**).

Rural residences in the area surrounding the subject site are typically set within a well treed setting, that often contains shrubs in the “home yard” adjacent to the residence itself (refer to **Figure 28** and **Section 5.1.2**).

Plantation forestry has been active in the surrounding area, with evidence of previously harvested areas to the northwest of the subject site, and with establishing plantations to the west (refer to **Figure 24** and **Figure 29**).

It is apparent that the vegetation to the north of the township has been located to provide visual screening of the energy infrastructure to the north.



The lack of elevated topography that reduces opportunities for overlooking, combined with the banded vegetation, results in a visually compartmentalised landscape, with views to the subject site and Project area filtered or screened from the south, southwest and southeast, locations where the majority of visually sensitive residential uses are concentrated (refer to **Figure 32** and **Figure 33**).

The subject site is mostly cleared, but has a band of dense, primarily native species, canopy vegetation to approximately 10m to 15m, in height along most of its southern boundary. This vegetation is located both inside and outside of the site (refer to **Figure 30** and **Figure 31**).



Figure 24 – Vegetation patterns of the subject site and immediate surrounds (Source: Google Earth [2024]).

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

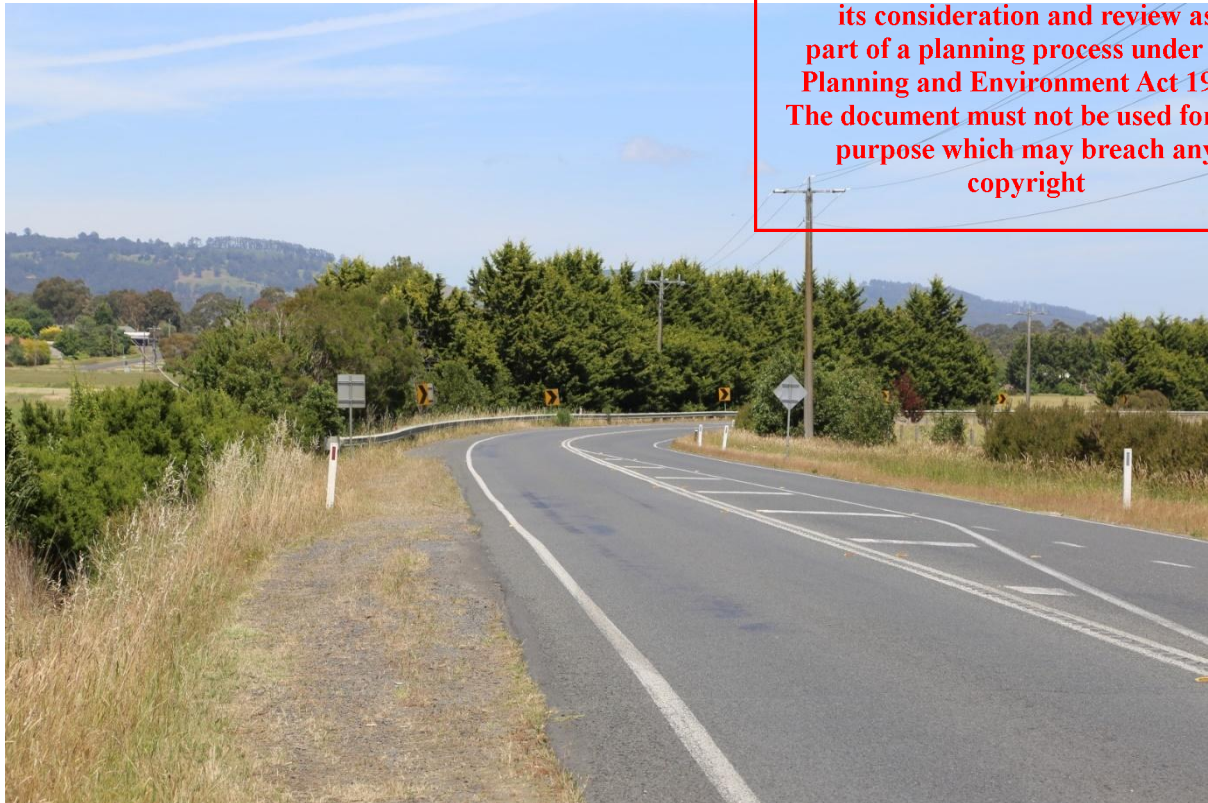


Figure 25 – Typical roadside vegetation on Tramway Road to the south of the subject site.



Figure 26 – Dense vegetation along the northern boundary of the low-density residential area.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 27 - Vegetation to the north of the residential area, west of Monash Way.



Figure 28 – Typical vegetation surrounding a rural residence.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 29 – Establishing forestry plantations to the northwest of the subject site.



Figure 30 - Vegetation on and immediately adjacent to the subject site (Source: Google Earth).



Figure 31 – Dense windrow vegetation along the southern boundary of the subject site.

4.3.2 Landscape form

The subject site is located in the broader valley of the Latrobe River and its tributaries, including the Morwell River which is located approximately 7.6km to the west (refer to **Figure 32** and **Figure 33**).

The topography of the valley floor is mostly flat to slightly undulating, with the open pit of the Morwell Mine forming an artificial crater within the landscape, approximately 3.4km to the north northwest of the subject site. Elevation ranges from approximately 25m AHD along the waterways and deeper drainage lines, to approximately 105m AHD.

The township of Churchill sits at the foot of the Strzelecki Range. The elevation of Churchill rises from approximately 95m AHD in the north, to approximately 140m in the south. There are a number of slightly elevated residential areas where some views are afforded over the landscape to the north.

The settlement of Hazelwood South is located on the foot slopes at an elevation that ranges between 190m AHD and 250m AHD.

The topography rapidly increases southward into the range, to a maximum elevation of approximately 600m AHD.

The elevation of the subject site ranges from approximately 95m AHD at its most southerly extent, to approximately 106m AHD on the central northern boundary, resulting in north to south falling slope (refer to **Figure 34**). Eel Hole Creek runs roughly parallel to, and approximately 100m inside of the southeastern boundary.

A slightly elevated minor ridgeline runs north to south to the central west of the subject site, and a broad swale runs along the inside of the eastern boundary to Tramway Road.



Maximum gradients across the subject site are in the order of 6 percent, with an average gradient of less than 2 percent.

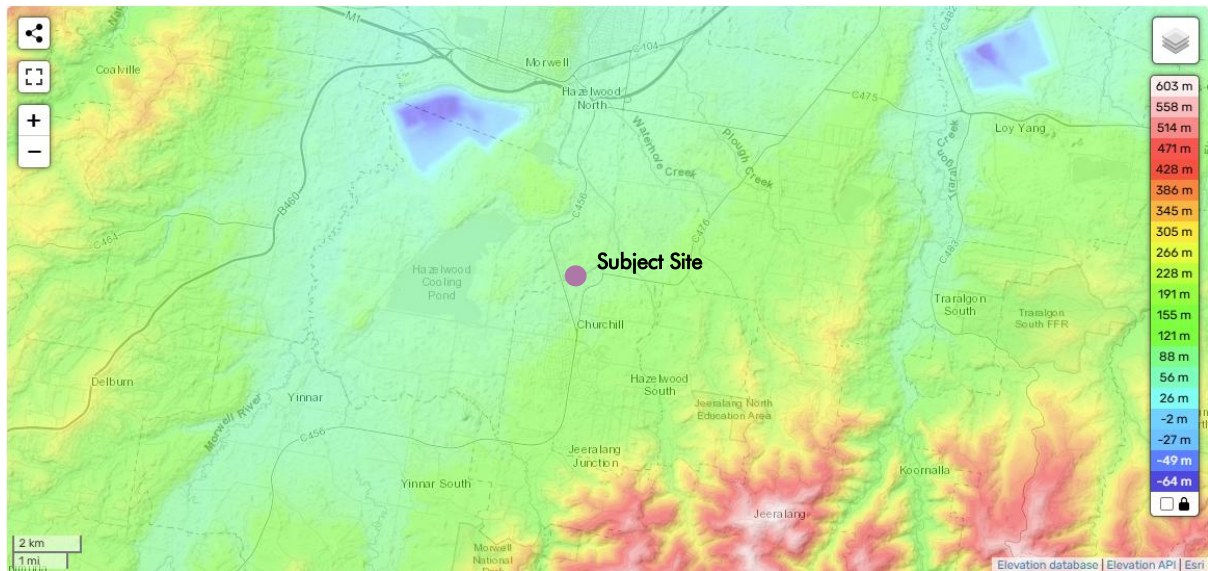


Figure 32 - Topographical elevation of broader surrounds of the subject site (Source: ESRI).



Figure 33 - Topographical elevation of the subject site and immediate surrounds (Source: ESRI).

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

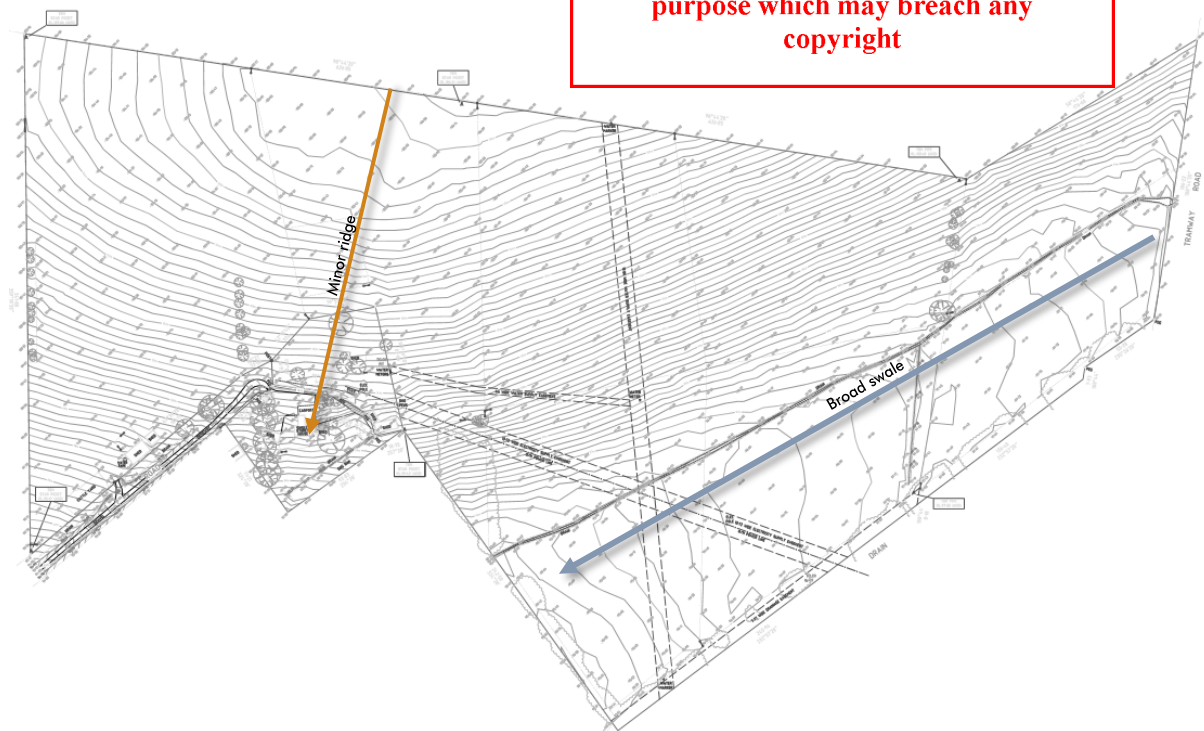


Figure 34 – Detail site levels and features survey for the subject site.

4.4 Landscape character type

Within the regional setting of the Project the landscape character type has been identified using the classification system devised by Leonard and Hammond (1984)². The landscape character type is described below:

Southern Lowlands

The landscape type, which in this location sits immediately to the south of the “Foothills” landscape type and to the north of the Southern Uplands – South Gippsland Hills sub type, is extensive, extending approximately 420 km from Melbourne in the west to Mallacoota near the border with New South Wales in the east (refer to **Figure 35**).

It is bounded by the Great Dividing Range to the north and the coastline and Strzelecki Ranges to the south. The landscape is generally flat to slightly undulating, with occasional stream networks set in shallow valleys.

The highly modified agricultural landscape of inland areas contains pockets of remnant vegetation comprised of Stringybark, Silvertop and Peppermint Gum eucalypt associations. Large pine plantations exist on private land to the north of Churchill and the subject site.

**ADVERTISED
PLAN**

² Leonard, M., Hammond, R., (1984). Landscape Character Types of Victoria.

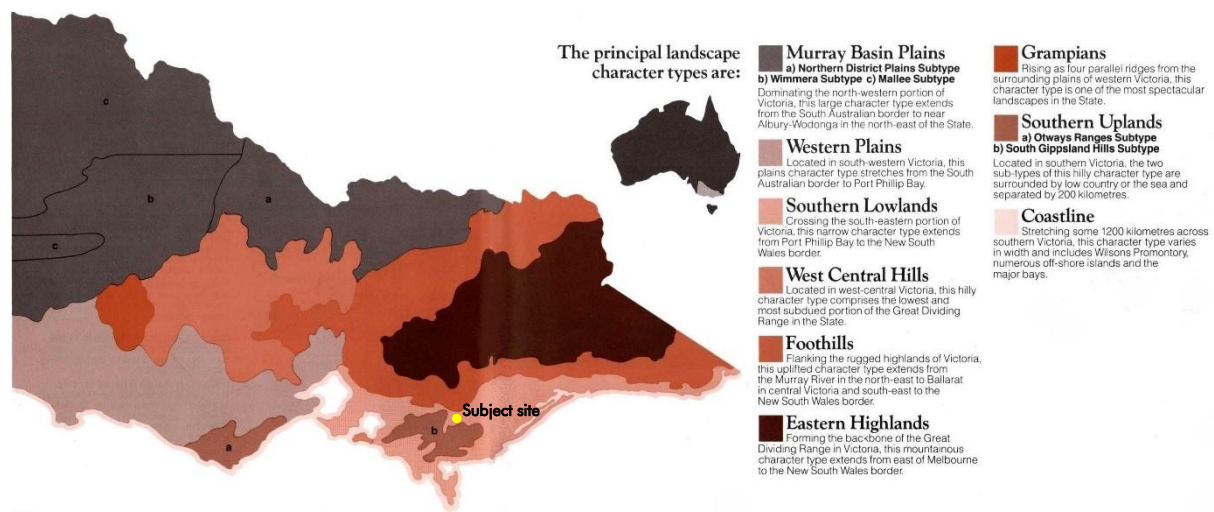


Figure 35 – Landscape Character Types of Victoria Map (Leonard and Hammond, 1984, pgs. 6 and 7).



Figure 36 - Landscape character of subject site as viewed from Monash Way to the northwest.

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

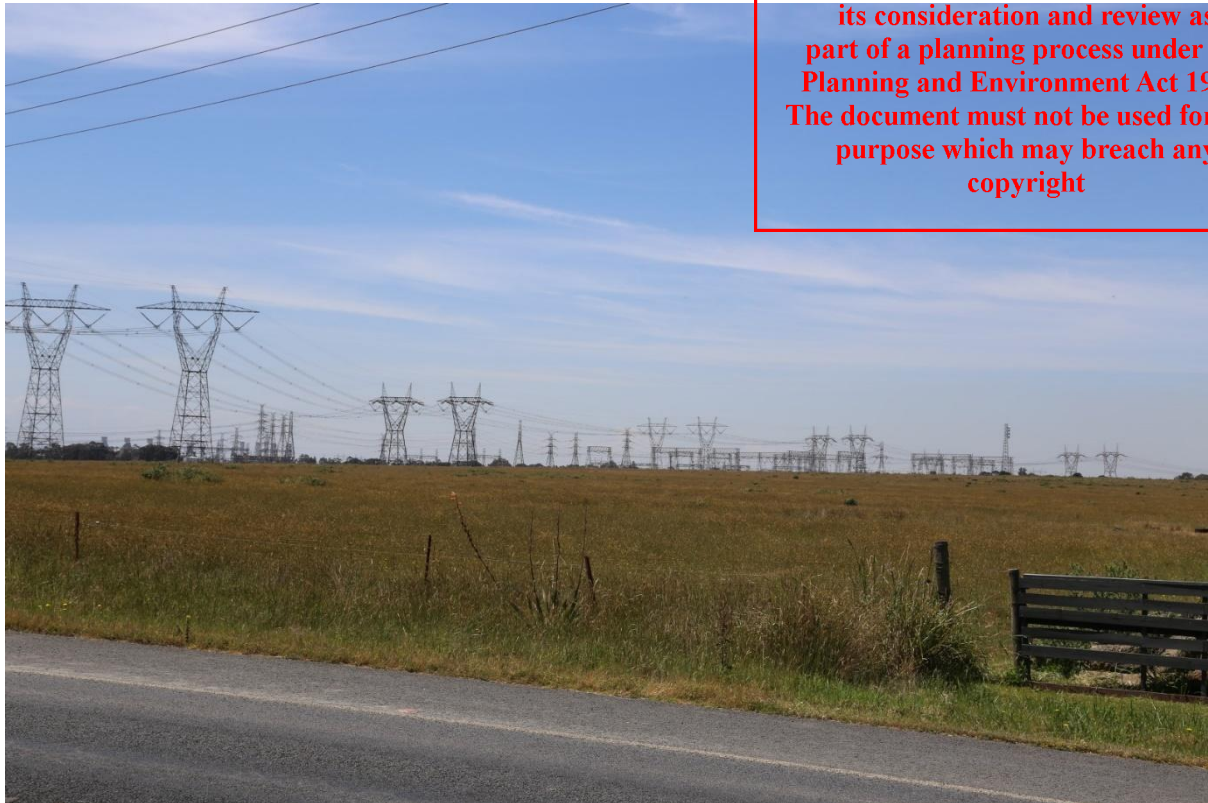


Figure 37 – Landscape character of pastoral landscape to the north of the subject site.



Figure 38 – Landscape character of Southern Uplands – South Gippsland Hills landscape character unit sub type to the south of the subject site, as viewed from Monash Way.

4.5 Scenic Quality

Scenic quality is somewhat subjective, but typically is a combination of a range of factors that have been found to contribute to the human appreciation of landscape. These factors are:

- Topographic variation and ruggedness;
- Strong patterning of vegetation; and
- The presence of water.

Agricultural landscapes are particularly subject to divergent opinions as to what constitutes scenic values. However, basic principles relating to diversity of topography, patterning of vegetation and the presence of water remain contributing factors to a higher level of scenic quality.

Leonard and Hammond describe the scenic quality of the Southern Lowlands landscape character type, as found on the subject site and its immediate surrounds, as outlined below in **Table 6**.

Description	Moderate Scenic Quality
Landforms	Broad slopes and valleys that are not dramatically defined by adjacent landforms.
Vegetation	Vegetative patterns evident but lacking uniqueness.
Waterforms	Streams or courses of permanent or intermittent flow and long stretches with similar characteristics.

Table 6 – Scenic quality of the subject site and surrounds (Source: Leonard and Hammond).

Additionally, Leonard and Hammond describe the scenic quality of plantation and agricultural altered landscapes, as they relate to the scenic quality of the area surrounding the Project, as outlined in **Table 7**.

Description	Low Scenic Quality
Contrast	Edge contrast with surrounding vegetation severe and abrupt appearing as a straight rigid line.
Pattern	Few patterns evident with the area of introduced vegetation which borrow form and/or line form the natural surrounding landscape.
Scale	Introduced vegetation dominant with very little native vegetation evident.
Line	Line effects visually dominant appearing as straight, parallel, or geometric grid lines in sharp contrast to the line found commonly within the surrounding landscape.

Table 7 – Scenic quality of agricultural and plantation altered landscapes to the north of the subject area the Project area (Source: Leonard and Hammond).

4.6 Views

The Strzelecki Ranges to the south of the subject site provide a visual focal point of regional views.

Prominent views to the ranges are afforded from the north to south aligned Tramway Road and Monash Way (refer to **Figure 39**).

View location 1 - is located to the south of a crest on Tramway Road to the northeast of the subject site, and to the south of roadside adjacent vegetation which confines views. The Project will be located well to the west of the line of view (refer to **Figure 40**).

View location 2 - is located on Monash Way, just to the south of the HV powerlines that cross the road. The Project will be located well to the east of the line of view (refer to **Figure 41**).



Figure 39 – Significant view locations from roadways to the Strzelecki Ranges (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

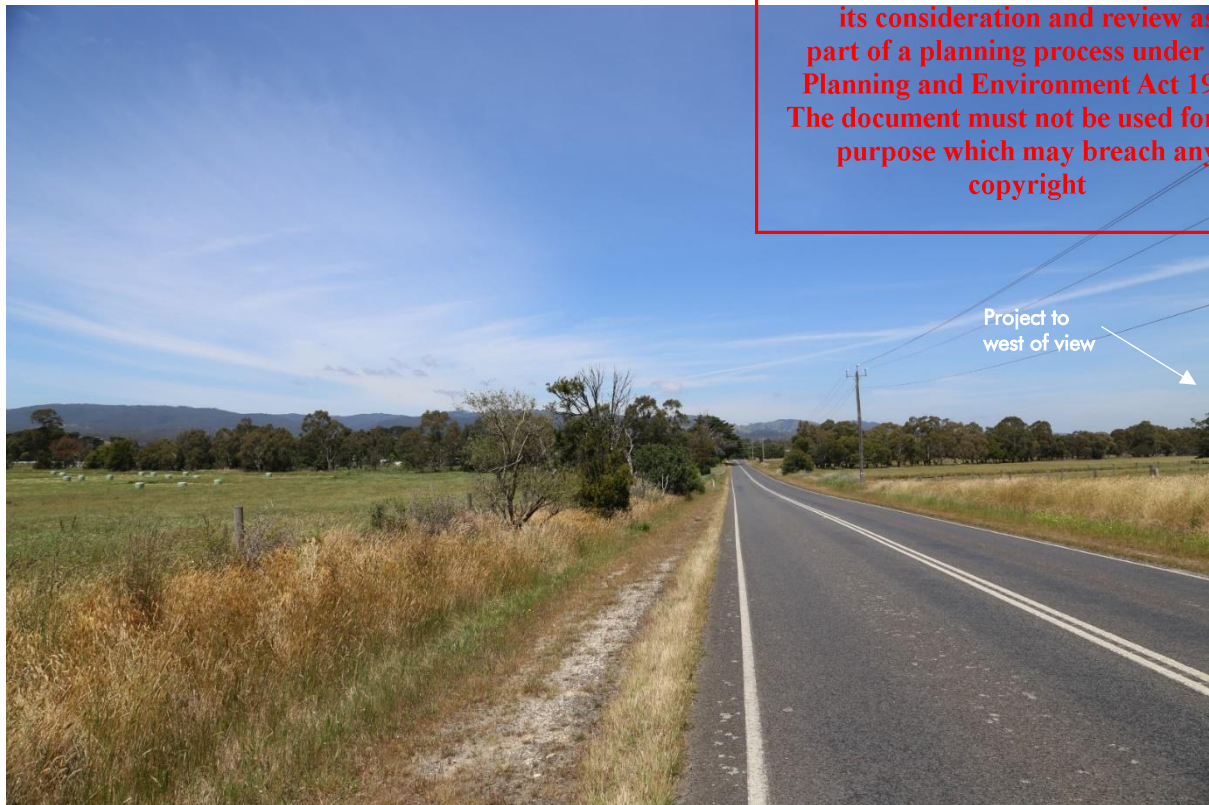


Figure 40 – View south from Tramway Road, approximately 475m northeast of the Project area, to the Strzelecki Range.



Figure 41 - View south from Monash Way, approximately 615m west of the Project area, to the Strzelecki Range.

4.7 Absorptive Capability

The definition of landscape absorptive quality is closely related to that of visual modification levels. It is generally applied at a broader scale than visual modification and is an assessment of how well a landscape setting can accommodate change or a development.

The key factors considered in determining absorptive capability are topography and vegetation. In areas of flatter topography, overlooking is not possible and even a low and thin band of vegetation is able to screen views to a development from a given viewpoint. In areas of undulating or elevated topography, overlooking can occur and vegetation needs to be higher and denser to achieve effective screening. Intervening undulating topography also has the potential to block views in certain landscapes.

The landscape setting of the Project and immediate surrounds (up to 2km distant) is flat to slightly undulating with vegetation confined to a rectilinear pattern reflecting property boundaries and roads. Within this landscape, overlooking is generally not possible from most sensitive viewpoints, and even relatively low vegetation (up to eye-height) is effective at screening views.

Topography – High capability due to flat to slightly undulating topography, with minimal potential for overlooking within a 2km radius.

Existing Vegetation – Generally low for highly cleared agricultural areas. Moderate to high capability where vegetation exists, particularly roadside plantings.

The overall absorptive capability is high given the limited vertical scale of the Project.

**ADVERTISED
PLAN**

5 VISUAL IMPACT ASSESSMENT

5.1 Visibility of the Project

5.1.1 Theoretical zone of visual influence (TZVI)

The viewshed is the area from which views of a proposed development may be possible. Given the relatively low profile of the more extensive BESS components of the Project above ground level, the visual catchment will be limited and partially confined by vegetation throughout the landscape of the setting.

Figure 42 indicates the theoretical viewshed of the Project to a distance of 5km for the BESS area, assumed to be 3m in height and the proposed switching station components at 8m average height.

It should be noted that the TZVI is based on topography only and does not take into account the screening effects of vegetation. As a result, it is essentially demonstrating a worst-case scenario. In reality, bands of vegetation throughout the landscape and residential areas will further contribute to the screening of views towards the Project from most viewpoints. The locations selected for photography and assessment are mostly within the public realm and proximate to sensitive, privately owned land use areas.

**ADVERTISED
PLAN**

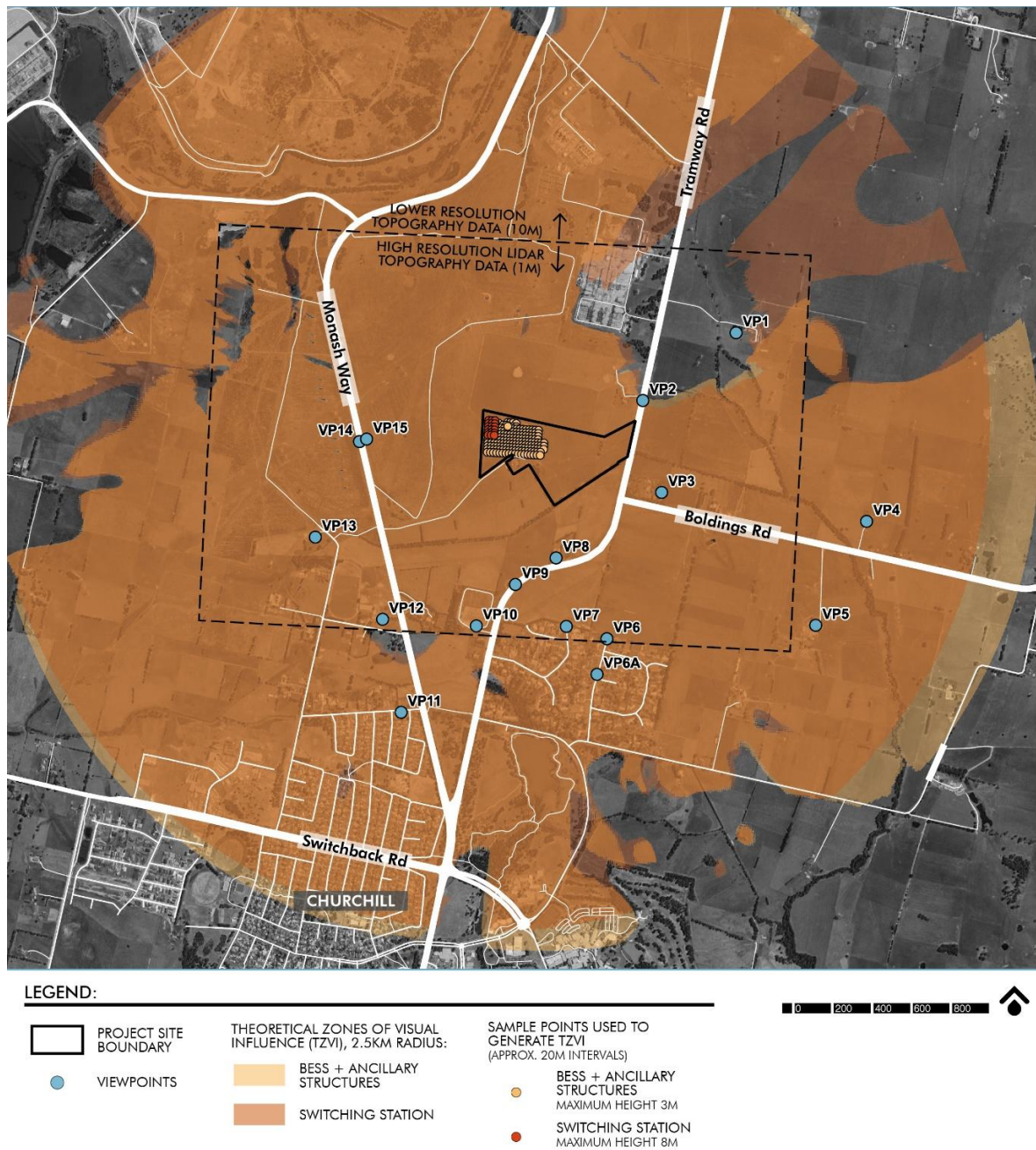


Figure 42 - TZVI of the proposed BESS units, at 3m in height, and the switching station at 8m average height.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**



5.1.2 The effect of rural residential vegetation on visual screening

In order to provide protection from the influences of the environment, Australian rural residential gardens have traditionally developed around an intimate and protected home yard. The effect of this in many instances has been to effectively contain the viewshed from the house and surrounding yard itself, screening distant views. The presence of foreground vegetation has a direct impact on the visibility of the Project and the context in which it will be viewed.

Vegetation within the landscape more distant from the residence that may provide additional screening of views is not considered at this time. However, it is considered as part of the detailed viewpoint assessment.

5.1.2.1 Rural residential viewpoint landscape setting typologies

Throughout the visual catchment, the majority of residences sit within a landscape that is comprised of medium to tall vegetation, with varying levels of density depending on either the extent of clearing or extent of planting.

The height and density of vegetation has a direct relationship to the visual exposure of the residence to the proposed development.

The following three setting typologies have been developed to assist the understanding of the influence of vegetation on the screening of views from residences.

The assessment has considered the overall screening effect of vegetation as it relates to the direction of views towards the Project. For example, if the vegetation at the perimeter of the residence is sparse on the side away from the direction of views to the Project and dense on the side where there may be potential views, the effect of screening vegetation reflects the side with views. The same applies for the converse situation.

5.1.2.1.1 Typology 1 – Minimally screened

Views to external areas are minimally to partially filtered by scattered vegetation.

Influence on visibility and potential impact

Partial to open views of the proposed development will be possible over open pasture or below and between tall, scattered trees. The potential exists for visual impact (refer to **Figure 43**).

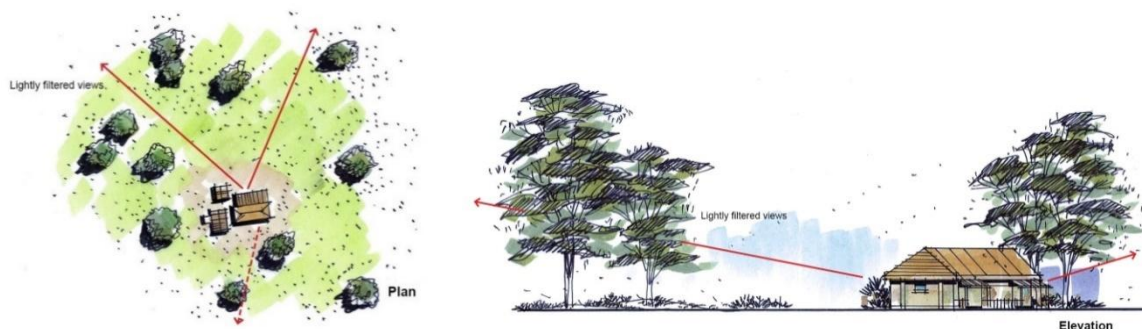


Figure 43 - Typology 1 – Minimally screened. Typical plan and elevation.

5.1.2.1.2 Typology 2 – Partially screened

Views to external areas are partially to heavily screened by vegetation.



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Influence on visibility and potential impact

Partial to fully screened views of the proposed development will only be possible where limited breaks in vegetation occur. The potential for visual impact is significantly reduced (refer to **Figure 44**).

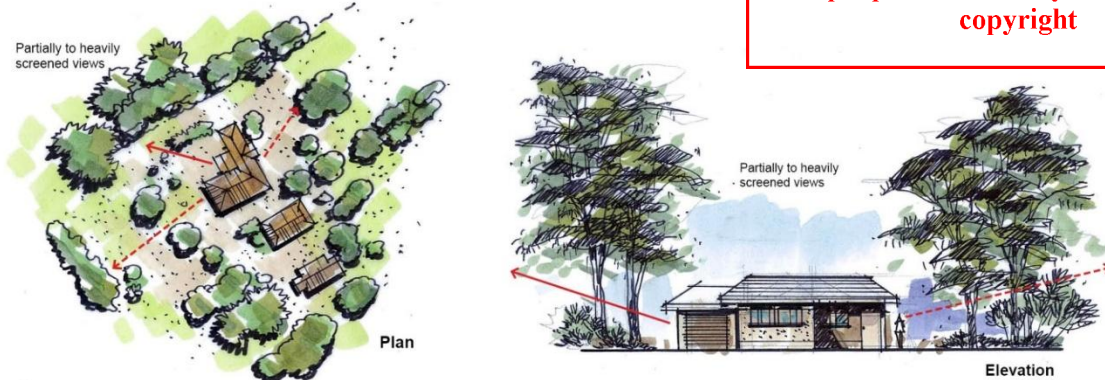


Figure 44 - Typology 2 – Partially screened. Typical plan and elevation.

5.1.2.1.3 Typology 3 – Heavily screened

Views to external areas heavily to fully screened by dense vegetation.

Influence on visibility and potential impact

Views of the proposed development will not be possible and therefore any impacts are highly unlikely (refer to **Figure 45**).



Figure 45 - Typology 3 – Heavily screened. Typical plan and elevation.

5.1.2.2 Overview assessment of the effects of vegetation screening on views from residences

A desktop assessment was undertaken based on aerial photography and Google Streetview imagery (2024 data) as well as a field survey, of the potential degree of visibility from residences surrounding the Project, considering the following factors:

- Proximity to the Project:



- Within 0-2 km of the Project boundary.
- Degree of vegetation present around the residence, either:
 - Heavily screened,
 - Partially screened, or
 - Minimally screening.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

The effect of vegetation screening is shown in **Figure 46** and is considered in the detailed viewpoint assessments in **Section 5.3.1**.

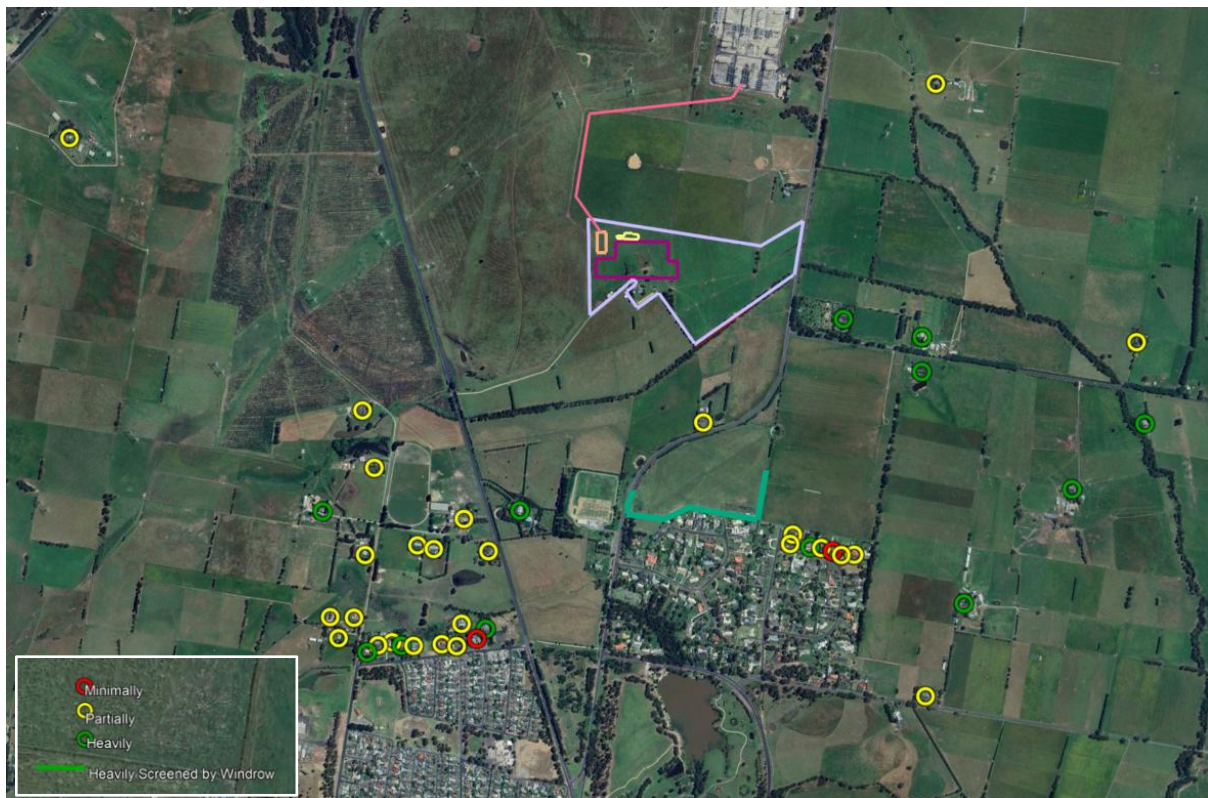


Figure 46 – Screening effect of vegetation on views from residences (Source: Google Earth).

5.1.3 Visual prominence

In areas of flat topography, the vertical field of view of a BESS unit with a height of 3m will be less than 2.5 degrees, or of moderate visual prominence in viewing distances beyond 70m, less than 0.5 degrees, or of low visual prominence in distances beyond approximately 350m, and less than 0.25 degrees, or of very low visual prominence in distances beyond 700m.

The vertical field of view of the typical components of the switching station, with a height of 10m, will be less than 2.5 degrees, or of moderate visual prominence in distances beyond 230m, will be less than 0.5 degrees, or of low visual prominence in distances beyond 1.1km, and less than 0.25 degrees, or of very low visual prominence in distances beyond 2.2km

The horizontal field of view is not considered relevant given the relatively small footprint of the Project, and the distance from sensitive viewpoints, resulting in an angle of less than 30 degrees, or no greater than a moderate level of visual prominence.



5.2 Sensitive viewpoints

The viewpoint (VP) locations that are included in this assessment are from uses considered to be of higher sensitivity (refer to **Table 2** and **Figure 47**). Due to the relatively low profile form of the Project, the detailed assessment of viewpoints has been confined to sensitive locations that are within 2 km of the Project and also fall within the TZVI, the area within which the Project will be most visible.

The locations selected for photography and assessment are within the public realm and proximate to the sensitive, privately owned visual use area.



Figure 47 – Assessed viewpoint (VP) locations (Source: Google Earth).

5.3 Visual impact assessment

This section includes a detailed assessment of the Project from the selected, highest sensitivity viewpoints, with a rating given for the level of visual modification and sensitivity which, when combined, result in a determination of the degree of overall visual impact for each viewing location.

Given the reduction in visual sensitivity in distances beyond 2km, as well as the visual prominence based on the vertical of view occupied reducing to very low in distances beyond 600m, the assessment only considers the most sensitive viewpoints within 2km of the Project.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

5.3.1 Detailed assessment of representative sensitive viewpoints

VIEWPOINT 1 – RESIDENCE AT 545 TRAMWAY ROAD	
Photo Location	Intersection of Tramway Road and the driveway to the residence approx. 380m west of the residence (refer to <i>Figure 48 -left</i>).
Viewing Distance	1.1 km to the Project (BESS) from the residence and 950m to the Project (BESS) from the photo location.
Duration of View and Frequency of View	Duration: Static. Frequency: Low.
Visual Use Area	Rural Residential – Partially screened setting (refer to <i>Figure 48 –right</i> and <i>Figure 49</i>).
Visual Sensitivity	HIGH - Sensitivity of users is high based on the residential use.
Visual Modification	Not Visible - VERY LOW – From this viewpoint, the Project will be fully or almost fully screened by dense, existing planting along Tramway Road to the south of the Terminal Station, in conjunction with an area of elevated topography located roughly midway between the Project and the residence (refer to <i>Figure 50</i>).
Visual Impact	No Impact - LOW – The high level of visual sensitivity combined with a not visible to very low level of visual modification results in no impact to a very low level of visual impact.
Proposed Amelioration	None Required – Amelioration is proposed for perimeter of the Project but is not required to mitigate views from this viewpoint. However, the proposed amelioration would fully screen glimpses of the Project that may be possible underneath and between existing vegetation.
Residual Impact	No Impact – Proposed amelioration would fully screen views of the Project.



Figure 48 – Location of residence (VP1) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

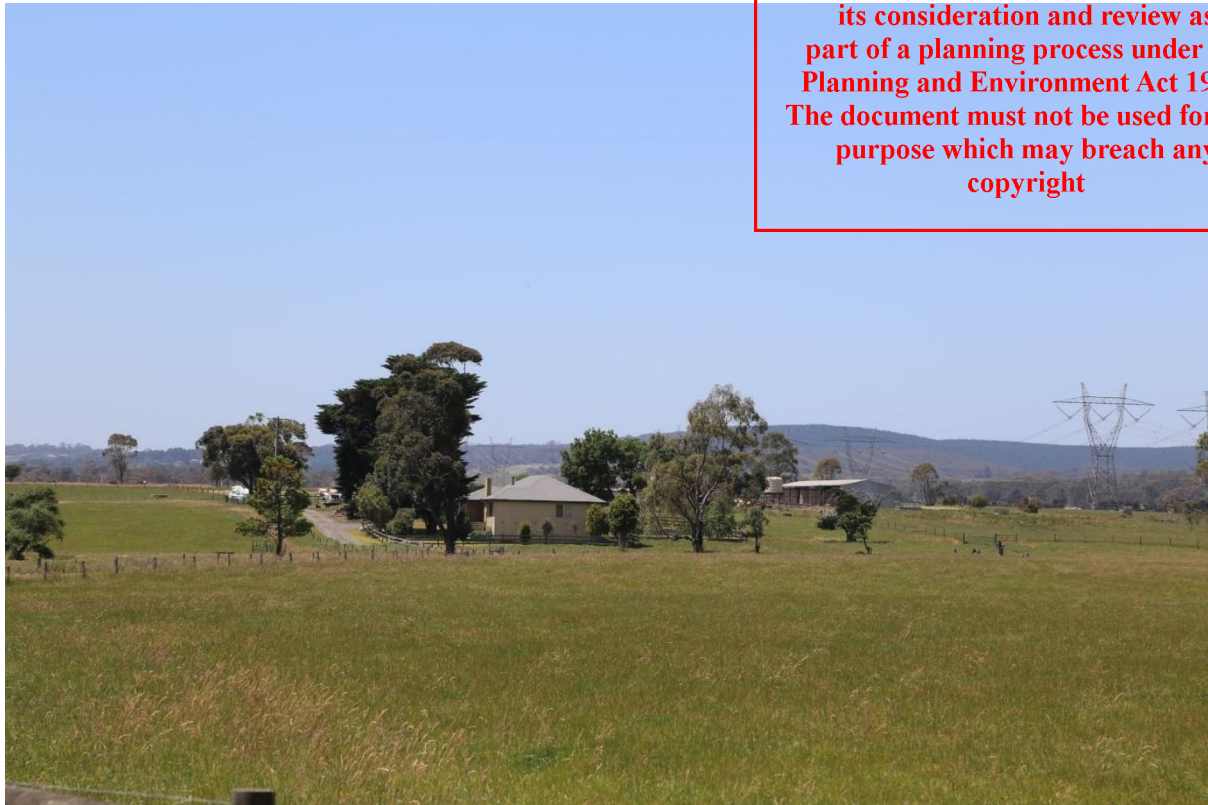


Figure 49 – VP1 – View east to from Tramway Road to the landscape setting of the residence.



Figure 50 – VP1 –View south southwest towards the Project from the driveway entry on Tramway Road east of the residence.

VIEWPOINT 2 – TRAMWAY ROAD - SOUTHBOUND	
Photo Location	Tramway Road, southbound, northeast of the Project where panoramic views to the Strzelecki Ranges are possible (refer to <i>Figure 51 -left</i>).
Viewing Distance	540m to the Project (BESS).
Duration of View and Frequency of View	Duration: Dynamic. Frequency: Moderate.
Visual Use Area	Collector or “C” Category Road – heavily screened setting (refer to <i>Figure 51 -right</i>).
Visual Sensitivity	MODERATE - Sensitivity of users is moderate.
Visual Modification	VERY LOW – From this viewpoint, the Project will be offset from the line of view of the direction of travel and mostly screened by intervening vegetation and topography (refer to <i>Figure 52</i> and <i>Figure 53</i>). As the viewpoint moves southwards, the intervening vegetation will progressively screen less of the view
Visual Impact	VERY LOW – The moderate level of visual sensitivity combined with a very low level of visual modification results in a very low level of visual impact
Proposed Amelioration	None Required – Amelioration is proposed for perimeter of the Project but is not required to mitigate views from this viewpoint. However, the proposed amelioration would fully screen glimpses of the Project that may be possible underneath and between existing vegetation as well as for viewpoints from Tramway Road further to the south.
Residual Impact	No Impact – Proposed amelioration would fully screen views of the Project (refer to <i>Figure 54</i>).



Figure 51 – Location of VP2 in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 52 – VP2 – Existing view to the Project from Tramway Road to the northeast.



Figure 53 – VP2 – Photomontage - View southwest from Tramway Road to the to the Project – At completion of construction.



Figure 54 – VP2 – Photomontage - - View southwest from Tramway Road to the to the Project - 5 years post landscape amelioration.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

VIEWPOINT 3 – RESIDENCE AT 25 BOLDINGS ROAD	
Photo Location	Tramway Road near the northwest corner of the property, approx. 80m from the residence (refer to <i>Figure 55-left</i>)
Viewing Distance	620m to the Project (BESS) from the residence and 420m to the Project (BESS) the photo location.
Duration of View and Frequency of View	Duration: Static. Frequency: Low.
Visual Use Area	Rural Residential – heavily screened setting (refer to <i>Figure 55– right</i> and <i>Figure 56</i>).
Visual Sensitivity	HIGH - Sensitivity of users is high based on the residential use.
Visual Modification	Not Visible – From this viewpoint, all of the elements of the Project will be screened by vegetation surrounding the residence and lining the southeastern boundary of the subject site (refer to <i>Figure 57</i>).
Visual Impact	No Impact – The Project will not be visible from this viewpoint. As a result, there is no visual impact.
Proposed Amelioration	None Required – Although Amelioration is proposed for perimeter of the Project, it is not required for this viewpoint.
Residual Impact	No Impact – As there is no visual impact, amelioration will not have any influence on the level of residual impact.



Figure 55 – Location of residence (VP3) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 56 – VP3 - View of the landscape setting of the residence from Tramway Road. The visible buildings are sheds located on the property boundary.



Figure 57 – VP3 – View west to the Project from Tramway Road, directly between the residence and the Project.

VIEWPOINT 4 – RESIDENCE AT 125 BOLDINGS ROAD	
Photo Location	Boldings Road, approx. 1.65m south of the residence (refer to <i>Figure 58 -left</i>).
Viewing Distance	1.6km to the Project (BESS) from the residence and the photo location.
Duration of View and Frequency of View	Duration: Static. Frequency: Low.
Visual Use Area	Rural Residential – partially screened setting (refer to <i>Figure 58 –right</i> and <i>Figure 59</i>).
Visual Sensitivity	HIGH - Sensitivity of users is high based on the residential use.
Visual Modification	Not Visible – From this viewpoint, all of the elements of the Project will be screened by intervening vegetation between the Project and the viewpoint, particularly dense vegetation lining Bennetts Creek (refer to <i>Figure 58 -left</i> and <i>Figure 60</i>).
Visual Impact	No Impact – The Project will not be visible from this viewpoint. As a result, there is no visual impact.
Proposed Amelioration	None Required – Although Amelioration is proposed for perimeter of the Project, it is not required for this viewpoint.
Residual Impact	No Impact – As there is no visual impact, amelioration will not have any influence on the level of residual impact.



Figure 58 – Location of residence (V4P) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 59 – VP4 – View of the landscape setting of the residence from Boldings Road to the south.



Figure 60 – VP4 – View west northwest to the Project from the driveway on Boldings Road to the south of the residence.

**ADVERTISED
PLAN**

VIEWPOINT 5 – RESIDENCE AT 110A BOLDINGS ROAD	
Photo Location	Boldings Road, approx. 385m to the north of the residence and Tramway Road, approx. 1.1km northwest of the residence (refer to <i>Figure 61 -left</i>)
Viewing Distance	1.6km to the Project (BESS) from the residence and 1.5km to the Project (BESS) from the photo location.
Duration of View and Frequency of View	Duration: Static. Frequency: Low.
Visual Use Area	Rural Residential – heavily screened setting (refer to <i>Figure 61 –right</i> and <i>Figure 62</i>).
Visual Sensitivity	HIGH - Sensitivity of users is high based on the residential use.
Visual Modification	VERY LOW – From this viewpoint, the Project will be mostly screened by the existing planting surrounding the residence, as well as bands of intervening vegetation throughout the landscape. Where visible, it will appear as a thin and distant horizontal thread in the landscape (refer to <i>Figure 63</i> and <i>Figure 65</i>).
Visual Impact	LOW – The high level of visual sensitivity combined with a very low level of visual modification results in a low level of visual impact.
Proposed Amelioration	Perimeter Planting - around the southern and eastern boundaries of the Project site would effectively screen views of the Project.
Residual Impact	No Impact to VERY LOW – As amelioration planting establishes, the residual visual impact level will progressively reduce to very low.



Figure 61 – Location of residence (VP5) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 62 – VP5 - View of the landscape setting of the residence from Boldings Road.



Figure 63 – VP5 – View west to the Project from the southern side of the hedge along the property's boundary with Boldings Road, north of the residence (VP5A_photo).



Figure 64 – VP5 – View west to the Project from Tramway Road, directly between the residence and the Project (VP5B_photo).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

VIEWPOINT 6 – RESIDENCES AT WINCHESTER WAY	
Photo Location	Winchester Way, at the northern edge of the low-density residential area (refer to <i>Figure 65 -left</i>).
Viewing Distance	960m to the Project (BESS).
Duration of View and Frequency of View	Duration: Static. Frequency: Low.
Visual Use Area	Rural Residential – partially to heavily screened setting (refer to <i>Figure 65 -right</i> and <i>Figure 66</i>).
Visual Sensitivity	HIGH - Sensitivity of users is high based on the residential use.
Visual Modification	VERY LOW – From this viewpoint, the Project will be mostly screened by the existing planting surrounding the residences, as well as bands of intervening vegetation throughout the landscape. Where visible, it will appear as a thin and distant horizontal thread in the landscape (refer to <i>Figure 63</i>).
Visual Impact	LOW – The high level of visual sensitivity combined with a very low level of visual modification results in a low level of visual impact.
Proposed Amelioration	Perimeter Planting - around the southern and eastern boundaries of the Project site would effectively screen views of the Project.
Residual Impact	No Impact to VERY LOW – As amelioration planting establishes, the residual visual impact level will progressively reduce to very low.



Figure 65 – Location of residences (VP6) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 66 – VP6 - View of the typical landscape setting of residences on Winchester Way.



Figure 67 – VP6 - View northwest to the Project from the northern extent of Winchester Way.

**ADVERTISED
PLAN**

VIEWPOINT 7 – RESIDENCES AT MATTA DRIVE & RUSTIC CRESCENT	
Photo Location	Matta Drive at the northern edge of the residential area (refer to <i>Figure 68 - left</i>)
Viewing Distance	860m to the Project (BESS).
Duration of View and Frequency of View	Duration: Static. Frequency: Low.
Visual Use Area	Residential – heavily screened setting (refer to <i>Figure 68 –right</i> and <i>Figure 69</i>).
Visual Sensitivity	HIGH - Sensitivity of users is high based on the residential use.
Visual Modification	VERY LOW – From this viewpoint, the Project will be mostly screened by the existing planting surrounding the residences, as well as bands of intervening vegetation throughout the landscape. Where visible, it will appear as a thin and distant horizontal thread in the landscape (refer to <i>Figure 70</i>).
Visual Impact	LOW – The high level of visual sensitivity combined with a very low level of visual modification results in a low level of visual impact.
Proposed Amelioration	Perimeter Planting - around the southern and eastern boundaries of the Project site would effectively screen views of the Project.
Residual Impact	No Impact to VERY LOW – As amelioration planting establishes, the residual visual impact level will progressively reduce to very low.



Figure 68 – Location of residence (VP7) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 69 – VP7 - View west from Matta Drive of the typical landscape setting of the residences at the northern edge of the residential area.



Figure 70 – VP7 – View north northwest to the Project the northern extent of Matta Way.

VIEWPOINT 8 – RESIDENCE AT 700 TRAMWAY ROAD	
Photo Location	Tramway Road near the driveway into the property, approx. 30m from the residence (refer to <i>Figure 71-left</i>)
Viewing Distance	500m to the Project (BESS) from the residence and 550m from the photo location.
Duration of View and Frequency of View	Duration: Static. Frequency: Low.
Visual Use Area	Rural Residential – heavily screened setting (refer to <i>Figure 71– right</i> and <i>Figure 72</i>).
Visual Sensitivity	HIGH - Sensitivity of users is high based on the residential use.
Visual Modification	Not Visible – From this viewpoint, all of the elements of the Project will be screened by vegetation and buildings surrounding the residence and vegetation lining the southeastern boundary of the subject site (refer to <i>Figure 72</i>).
Visual Impact	No Impact – The Project will not be visible from this viewpoint. As a result, there is no visual impact.
Proposed Amelioration	None required – Although Amelioration is proposed for perimeter of the Project, it is not required for this viewpoint.
Residual Impact	No Impact – As there is no visual impact, amelioration will not have any influence on the level of residual impact.

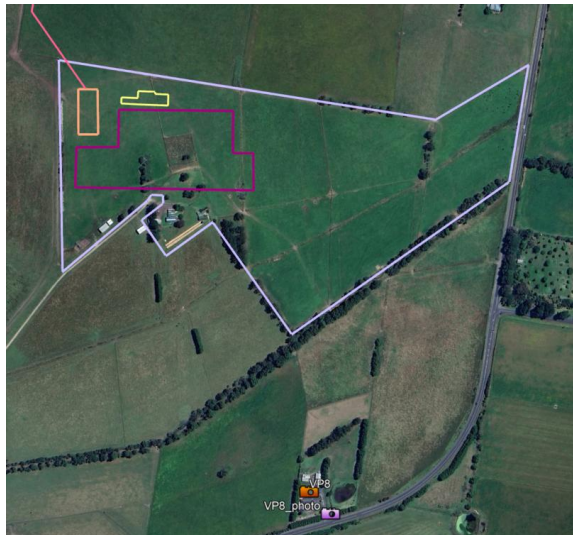


Figure 71 – Location of residence (VP8) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 72 – VP8 - View of the landscape setting of the residence, and north northwest towards the Project, from Tramway Road.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

VIEWPOINT 9 – MONASH WAY - NORTHBOUND	
Photo Location	Monash Way, 390m north of the intersection with Matta Drive (refer to <i>Figure 73 -left</i>)
Viewing Distance	650m to the Project (BESS) from the photo location.
Duration of View and Frequency of View	Duration: Static. Frequency: Moderate.
Visual Use Area	Collector or “C” Category Road – partially screened setting (refer to <i>Figure 73 -right</i> and <i>Figure 74</i>).
Visual Sensitivity	MODERATE - Sensitivity of users is moderate based on the use.
Visual Modification	LOW – From this viewpoint, the Project will be offset to the west from the line of view of the direction of travel and mostly screened by intervening vegetation, although glimpses under and through the tree canopy will be possible (refer to <i>Figure 74</i> and <i>Figure 75</i>).
Visual Impact	LOW – The moderate level of visual sensitivity combined with a low level of visual modification results in a low level of visual impact
Proposed Amelioration	Perimeter Planting - around the southern and eastern boundaries of the Project site would effectively screen views of the Project.
Residual Impact	No Impact – Proposed amelioration would fully screen views of the Project (refer to <i>Figure 76</i>).

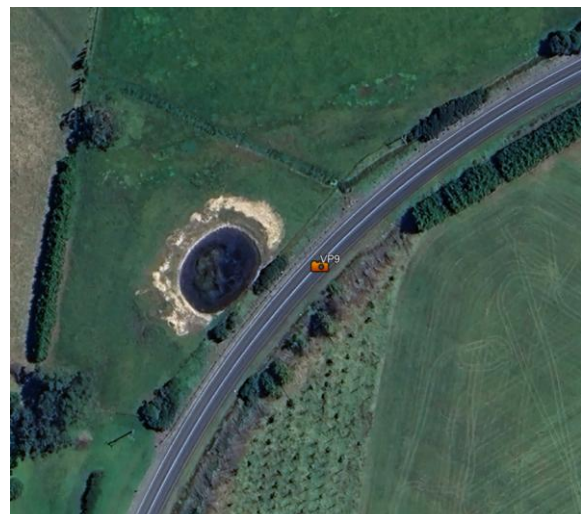


Figure 73 – Location of VP9 in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 74 – VP9 – Character of setting and existing view north to the Project from Monash Way.



Figure 75 – VP9 – Photomontage - View north from Tramway Road to the Project – At completion of construction.

**ADVERTISED
PLAN**



Figure 76 – VP9 – Photomontage - View north from Tramway Road to the to the Project - 5 years post landscape amelioration.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

VIEWPOINT 10 – HAZELWOOD SOUTH RESERVE	
Photo Location	The north facing side of the pavilion (refer to Figure 77 left)
Viewing Distance	865m to the Project (BESS) from viewpoint and photo location
Duration of View and Frequency of View	Duration: Dynamic. Frequency: Moderate.
Visual Use Area	Sporting Reserve – highly screened setting (refer to <i>Figure 77 –right</i> and <i>Figure 78</i>).
Visual Sensitivity	LOW - Sensitivity of users is low based on the sporting use and distance in excess of 500m from the Project.
Visual Modification	Not Visible - VERY LOW – From this viewpoint, the Project will be fully or almost fully screened by dense, existing planting along the northern boundary of the Reserve, as well as planting along the southern boundary of the subject site (refer to <i>Figure 50</i>).
Visual Impact	No Impact - LOW – The low level of visual sensitivity combined with a not visible to very low level of visual modification results in no impact to a very low level of visual impact.
Proposed Amelioration	None Required – Amelioration is proposed for perimeter of the Project but is not required to mitigate views from this viewpoint. However, the proposed amelioration would fully screen glimpses of the Project that may be possible underneath and between existing vegetation.
Residual Impact	No Impact – Proposed amelioration would fully screen views of the Project.

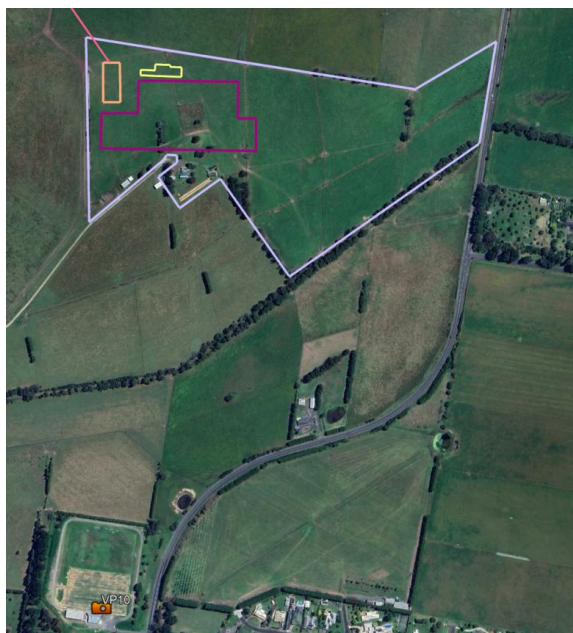


Figure 77 – Location of VP10 in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).



Figure 78 – VP10 – Character of setting and view north to the Project from the sporting pavilion.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

VIEWPOINT 11 – RESIDENCES AT ACACIA WAY	
Photo Location	Acacia Way, at the northern edge of the residential area (refer to <i>Figure 79 -left</i>).
Viewing Distance	1.3km to the Project (BESS).
Duration of View and Frequency of View	Duration: Static. Frequency: Low.
Visual Use Area	Residential – partially to heavily screened setting (refer to <i>Figure 79 -right</i> and <i>Figure 80</i>).
Visual Sensitivity	HIGH - Sensitivity of users is high based on the residential use.
Visual Modification	Not Visible to VERY LOW – From this viewpoint, the Project will be mostly screened by the existing planting surrounding the residences, as well as bands of intervening vegetation throughout the landscape. Where visible, it will appear as a thin and distant horizontal thread in the landscape (refer to <i>Figure 81</i>).
Visual Impact	Not Visible to VERY LOW – The high level of visual sensitivity combined with a not visible to very low level of visual modification results in no impact to a very low level of visual impact.
Proposed Amelioration	None Required – Amelioration is proposed for perimeter of the Project but is not required to mitigate views from this viewpoint. However, the proposed amelioration would fully screen glimpses of the Project that may be possible between existing vegetation.
Residual Impact	No Impact – Proposed amelioration would fully screen views of the Project.



Figure 79 – Location of residences (VP11) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.



Figure 80 – VP11 - View of the typical landscape setting of residences on Acacia Way.



Figure 81 – V11 - View northeast to the Project from Acacia Way.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

VIEWPOINT 12 – RESIDENCE AT 85 SILCOCKS ROAD	
Photo Location	Monash Way, 90m to the northeast, directly between the residence and the Project (refer to Figure 82 -left).
Viewing Distance	980m to the Project (BESS) from the residence and 860m to the Project (BESS) from the photo location.
Duration of View and Frequency of View	Duration: Static. Frequency: Low.
Visual Use Area	Rural Residential – partially screened setting (refer to Figure 82 -right and Figure 66).
Visual Sensitivity	HIGH - Sensitivity of users is high based on the residential use.
Visual Modification	Not Visible to VERY LOW – From this viewpoint, the Project will be mostly screened by bands of intervening vegetation throughout the landscape, including a dense windrow along the eastern side of Monash Way. Where visible between gaps in vegetation, it will appear as a thin and distant horizontal thread in the landscape (refer to Figure 63).
Visual Impact	Not Visible to VERY LOW – The high level of visual sensitivity combined with a not visible to very low level of visual modification results in no impact to a very low level of visual impact.
Proposed Amelioration	None Required – Amelioration is proposed for perimeter of the Project but is not required to mitigate views from this viewpoint. However, the proposed amelioration would fully screen glimpses of the Project that may be possible between existing vegetation.
Residual Impact	No Impact – Proposed amelioration would fully screen views of the Project.



Figure 82 – Location of residence (VP12) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 83 – VP12 - View of the landscape setting of the residence.



Figure 84 – VP12 - View northeast to the Project from Monash Way, directly in line with the view from the residence.

VIEWPOINT 13 – RESIDENCE AT 45 NADENBOUSCHS LANE	
Photo Location	Nadenbouschs Lane, 90m to the west (refer to <i>Figure 85 -left</i>).
Viewing Distance	890m to the Project (BESS) from the residence and 950m to the Project (BESS) from the photo location.
Duration of View and Frequency of View	Duration: Static. Frequency: Low.
Visual Use Area	Rural Residential – minimally to partially screened setting (refer to <i>Figure 85 -right</i> and <i>Figure 86</i>).
Visual Sensitivity	HIGH - Sensitivity of users is high based on the residential use.
Visual Modification	VERY LOW – From this viewpoint, the Project will be mostly screened by the establishing forestry plantation between the residence and Monash Way. The taller parts of the Project within the switching substation further to the east may be slightly visible above the establishing pine trees for a short period of time before being completely hidden from view (refer to <i>Figure 87</i>).
Visual Impact	VERY LOW – The high level of visual sensitivity combined with a very low level of visual modification level results in a very low level of visual impact.
Proposed Amelioration	Perimeter Planting - around the southern and western boundaries of the Project site would effectively screen views of the Project. However, the establishing pine trees will provide screening in a shorter timeframe than the proposed amelioration.
Residual Impact	No Impact – Proposed amelioration would fully screen views of the Project.



Figure 85 – Location of residence (VP13) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 86 – VP13 - View of the landscape setting of the residence.



Figure 87 – VP13 - View northeast to the Project from Nadenbouschs Lane, directly between the residence and the Project.

**ADVERTISED
PLAN**

VIEWPOINT 14 – MONASH WAY - SOUTHBOUND	
Photo Location	Monash Way, southbound, and to the west northwest of the Project where panoramic views to the Strzelecki Ranges are possible (refer to <i>Figure 88 -left</i>).
Viewing Distance	640m to the Project (Switching substation and BESS).
Duration of View and Frequency of View	Duration: Dynamic. Frequency: Moderate.
Visual Use Area	Collector or “C” Category Road – minimally screened setting (refer to <i>Figure 88 –right</i>).
Visual Sensitivity	MODERATE - Sensitivity of users is moderate.
Visual Modification	MODERATE – From this viewpoint, the Project will be visible, with slightly elevated intervening topography providing partial screening of the lower parts of the BESS units. However, the Project will be offset at an almost perpendicular angle from the line of view of the direction of travel (refer to <i>Figure 89</i>). As part of the north to south journey along Monash Way, the Project would be the last in a series of energy infrastructure elements visible, including the two sets of HV transmission lines that cross the road to the north of the viewpoint. As a result, there is a high degree of visual compatibility of the project with the existing setting and, therefore, the visual modification level is moderate.
Visual Impact	MODERATE – The moderate level of visual sensitivity combined with a moderate level of visual modification results in a moderate level of visual impact
Proposed Amelioration	Perimeter Planting - around the western and northern boundaries of the Project would provide effective screening.
Residual Impact	Very Low – Proposed amelioration would provide significant screening of views of the Project, reducing the level of impact.



Figure 88 – Location of VP14 in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 89 – VP14 – View south from Monash Way to the Strzelecki Ranges.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

VIEWPOINT 15 – RESIDENCE AT 633 MONASH WAY	
Photo Location	Monash Way, 25m to the west of the residence (refer to <i>Figure 90 -left</i>).
Viewing Distance	600m to the Project (BESS and switching substation) from the residence and 620m to the Project (BESS switching substation) from the photo location.
Duration of View and Frequency of View	Duration: Static. Frequency: Low.
Visual Use Area	Rural Residential – minimally screened setting (refer to <i>Figure 90 -right</i> and <i>Figure 91</i>).
Visual Sensitivity	HIGH - Sensitivity of users is high based on the residential use.
Visual Modification	MODERATE to HIGH – From this viewpoint, the Project will be visible, with slightly elevated intervening topography providing partial screening of the lower parts of the switching substation and BESS Units. The proposed HV powerline will be located adjacent, and to the east of, the existing HV lines (refer to <i>Figure 92</i> and <i>Figure 93</i>). Given the prevalence of energy related infrastructure visible in the field of view to the north of the residence, the extension of this character to the south of the residence will result in a simultaneous cumulative impact.
Visual Impact	HIGH – The high level of visual sensitivity combined with a moderate to high visual modification level results in a high level of visual impact.
Proposed Amelioration	Perimeter Planting - around the western and northern boundaries of the Project site would effectively screen views of the Project.
Residual Impact	LOW – Proposed amelioration would provide significant screening of views of the Project, reducing the level of impact (refer to <i>Figure 94</i>).



Figure 90 – Location of residence (VP15) and photo in relation to Project (left aerial view) and immediate landscape setting (right aerial view) (Source: Google Earth).

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 91 – VP15 - View of the landscape setting of the residence.



Figure 92 – VP15 – Existing view east to the Project from Monash Way to the west of the residence.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**



Figure 93 – VP15 - Photomontage – View from Monash Way to the west of the residence to the Project – At completion of construction.



Figure 94 - VP15 - Photomontage – View from Monash Way to the west of the residence to the Project – 5 years post landscape amelioration



5.4 Connecting powerline/grid connection

An above ground powerline is proposed to connect the Project to the Hazelwood Terminal Station. The powerline, at approximately 60m in overall height, will be similar in appearance to those found adjacent to many roads throughout the region.

The powerline will extend from the switching substation at the Project, approximately 400m in an east northeasterly direction to Tramway Road, then follow Tramway Road, inset approximately 20m to the west of the existing powerline running along its western side, a distance of approximately 800m to the Hazelwood Terminal Station (refer to **Figure 95**). The poles/pylons will be located at terminal points or changes in angle and will be typically spaced 200m apart.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document is not to be used for any purpose which may breach any copyright.



Figure 95 - Location of connecting powerline, poles/pylons and sensitive viewpoints (Source: Google Earth).

The powerline will be located through a pastoral landscape with lined bands of vegetation, often along the roadside, and with numerous existing powerlines of varying configurations visually prominent.

Its alignment runs roughly equidistant between Tramway Road and Monash Way, and parallel with a number of existing HV lines for about half its length.

The closest sensitive viewpoints to the powerline are:

- VP1 – Residence at Tramway Road (high visual sensitivity) 720m east northeast of the powerline.
- VP2 – Tramway Road (moderate visual sensitivity) 830m east of the powerline.
- VP14 Monash Way (moderate visual sensitivity) 630m west of the powerline.
- VP15 – Residence at 633 Monash Way (high visual sensitivity) 580m west of the powerline.



VP1 - Views will be possible, however, the powerline will be hidden behind Hazelwood Terminal Station and the row of tall, scattered vegetation along the western side of Tramway Road (refer to **Figure 96**). As a result, impacts are low given the lack of visibility and visual compatibility with the existing energy infrastructure setting.

VP2 – The powerline is well offset from Tramway Road and almost perpendicular to the direction of travel. It will be either screened from view by existing vegetation (refer to **Figure 97**) or viewed in the context of the adjacent existing HV lines running to Hazelwood Terminal Station. As a result, the visual impact for this viewpoint is low.

VP14 – Like Tramway Road, views from Monash Way will also be well offset from the direction of travel. Views to the proposed HV line will be possible, however, it will be located to the east of the existing HV lines, resulting in a high degree of visual compatibility. As a result, the visual impact is low.

VP15 – The residence at 633 will view the proposed HV line in the context of the Project and the existing energy infrastructure of HV lines and the terminal station (refer to **Figure 98**). As for the Project, the HV line will contribute to a high cumulative visual impact for this viewpoint.



Figure 96 – The Hazelwood Terminal Station would provide a backdrop to the proposed powerline when viewed from VP1.

**ADVERTISED
PLAN**

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



Figure 97 – VP2 - Wireframe 3D model overlay showing the powerline route screened by vegetation.



Figure 98 – VP3 – Wireframe 3D model of view to the residence at 633 Monash Way and the Project, including proposed HV line.

5.4.1 Summary

The visual character and scale of the power poles are consistent with existing infrastructure within the broader landscape setting.

The general lack of views from high visual sensitivity locations, results in an overall low visual impact apart from VP15.

5.5 Lighting impacts

The applicable environmental lighting zone for the Project area based on AS-NZS-4282-2019 is Category A2, which is a low district lighting area, which applies to rural residential areas and areas with secondary and local roads.

The environmental lighting zone of the existing terminal stations and power stations is Category A3, medium district lighting area.

It is likely that the batteries, switch room and substation will require security lighting. However, typically this will be shielded and directional. As a result, hot spots and light spill are likely to be minimised.

Within the Category A2 area the Project will result in a localised area of increased light intensity, but this will not result in adverse impacts to surrounding residential viewpoints.

The establishment of perimeter landscaping will further ameliorate views to already low levels of lighting.

5.6 Cumulative impact

Although not approved, it is considered appropriate that the Marinus Link Project be considered in addition to operating projects. The Marinus Link Project proposes the development of a HVAC switching station and HVAC-HVDC converter station at either Driffield or at Hazelwood, connected to an underground powerline (refer to **Figure 99**).

The Marinus switching/converter station will be located between the Project site and the Hazelwood Terminal Station and be approximately 400m long by 260m wide. The footprints of both the Project and the Marinus Link Project are relatively small by comparison with the existing infrastructure.

5.6.1 Sequential cumulative impacts

Sequential cumulative impacts for users of Tramway Road and Monash Way are expected to be limited with both projects appearing as extensions of the existing energy infrastructure character of the Latrobe Valley, but with their scale being less than the existing infrastructure to the north.

The additional length of infrastructure of the combined projects, as experienced from Tramway Road, a distance of approximately 600m, would be experienced in 22 seconds when travelling at 100kmh.

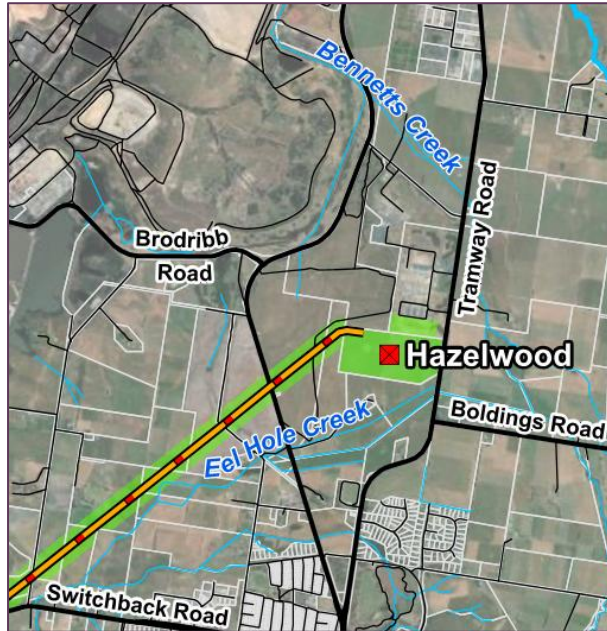
5.6.2 Simultaneous cumulative impacts

Simultaneous cumulative impacts are only expected for one viewpoint, Viewpoint 15 on Monash Way. Viewpoint 15 will experience a simultaneous cumulative impact, as the Project and the proposed Marinus Link Project will result in an increase in the field of view occupied by energy infrastructure. Currently, existing infrastructure is only visible to the north. The development will result in infrastructure also being visible to the east and south, aspects which currently have views of a rural character for the residents.

5.6.3 Amelioration and residual impacts

It is recommended that both projects be appropriately ameliorated using appropriate materials and colours, as well as perimeter landscaping.

The above measures will ensure that the residual impact reduces over time.



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Figure 99 – Location of Mariner Link Hazelwood switching/converter station option (Source: Tetrattech Coffey).

**ADVERTISED
PLAN**

6 AMELIORATION STRATEGIES

Actions exist to potentially ameliorate the landscape and visual impacts of the Project. These are outlined in the following sections.

6.1 On-Site Actions

On-site actions relate to initiatives which can be undertaken within the boundaries of the Project area.

6.1.1 Project layout

Arranging the components of the Project so that they respond to sensitive, visually exposed interfaces, is a proactive measure to reduce visual impacts from the outset and lessen the reliance on amelioration measures.

The Project is located almost equidistance between Tramway Road and Monash Way, therefore maximising the distance from which it will be viewed. Additionally, the taller components, The switching substation, have been located on the eastern side of the Project, away from the most sensitive rural residence located on Monash Way to the west northwest.

The siting has also made effective use of existing vegetation in the landscape to ensure that initial, pre-amelioration impacts are reduced.

6.1.2 Perimeter screen planting

The most effective way to ameliorate views from high sensitivity viewpoints is to establish screen planting around the perimeter of the Project where existing vegetation is lacking. The proposed screen planting will comprise perimeters of varying densities, utilising a mixture of:

- shrubs to 2m in height;
- tall shrubs to 4m in height; and
- trees ranging in height from 6m-20m in height.

The Project has exposed boundaries to the sensitive residential use to the west northwest, and also to Monash Way and Tramway Road.

However, all boundaries should be planted to ensure that the Project is well integrated with the landscape of the setting, given its location at the gateway to Churchill.

The low-profile form of the BESS component of the Project will ensure that planting will be able to provide screening within a relatively short period of time.

Being a taller element, it will take longer for planting to ameliorate the impacts of the substation.

6.1.3 Material selection

Additionally, the BESS units and buildings that result in an aggregated visual mass, should be ameliorated through the use of a non-reflective finish of a natural or neutral colour, as found in the landscape of the setting.

The more slender and articulated form of the components of the switching substation do not require amelioration through the use of non-standard colours, as the standard "grey" finish is visually recessive against sky backdrops and is readily integrated through the use of only tall, sparse planting (refer to **Figure 100**).

6.2 Off-Site Actions

These actions relate to initiatives which can be undertaken outside of the project area and would require the consent of relevant landowners, utilities or authorities. However, given the relatively low levels of impact, and the extensive size of the Project area, it is apparent that all required amelioration can be achieved on-site, and that no off-site actions will be required.



Figure 100 - Example of canopy vegetation providing visual integration of substation infrastructure.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**

7 CONCLUSION

7.1 Landscape character impacts

The existing agricultural landscape character of the Subject Site and areas to the north is of relatively low scenic quality and currently contains a substantial number of electrical infrastructure elements such as the substations, power stations and multiple transmission lines and towers. The development of the Project would not constitute a large change to the existing character and in fact its proposed “co-location” near existing infrastructure is in accordance with best practice, constraining the cumulative visual impact of the infrastructure to a reasonably limited area.

The landscape of the Project setting has a generally high landscape absorptive capacity, with flat to slightly undulating topography and vegetation that is scattered and occasionally arranged in dense bands. Within this landscape, overlooking is generally not possible from most sensitive viewpoints, and even relatively low vegetation (up to eye-height) is effective at screening views.

7.2 Visual impacts

7.2.1 Visual prominence

In areas of flat topography, the vertical field of view of a BESS unit with a height of 3m will be less than 2.5 degrees, or of moderate visual prominence in viewing distances beyond 70m, less than 0.5 degrees, or of low visual prominence in distances beyond approximately 350m, and less than 0.25 degrees, or of very low visual prominence in distances beyond 700m.

The vertical field of view of the typical components of the switching station, with an average height of 8 to 10m, will be less than 2.5 degrees, or of moderate visual prominence in distances beyond 230m, will be less than 0.5 degrees, or of low visual prominence in distances beyond 1.1km, and less than 0.25 degrees, or of very low visual prominence in distances beyond 2.2km

The horizontal field of view is not considered relevant given the relatively small footprint of the Project, and the distance from sensitive viewpoints, resulting in an angle of less than 30 degrees, or no greater than a moderate level of visual prominence.

7.2.2 Consideration of visual fit within the setting

The presence of the existing energy infrastructure and the surrounding powerlines provide the Project a significant degree of visual fit within the landscape setting.

7.2.3 Initial visual impact

Prior to amelioration, only a limited number of sensitive uses proximate to the Project will result in a high or moderate initial level of impact. These are:

- Viewpoint 15 – Residence at 633 Monash Way with a high visual impact, and
- Viewpoint 14 – Monash Way southbound with a moderate visual impact.

In both cases, the viewpoints have very limited screening provided by existing intervening vegetation and the topography between each of these points and the Project is only slightly elevated, providing screening of only the lower parts of the Project components.

While the Project will be quite visible from these viewpoints, the relatively flat topography means that amelioration planting is likely to be highly effective in visually screening the Project.

The viewpoints assessed in detail are representative of the likely views and levels of impacts to be experienced by surrounding sensitive viewpoints.

Apart from the above, overall, the Project is assessed as having a relatively low level of visual impact or not being visible at all due to being well screened by existing vegetation.

7.2.4 Residual impact

The residual visual impact for all viewpoints apart from Viewpoint 15 will typically reduce to no impact, or very low impact after the establishment of amelioration measures.

7.2.5 Cumulative impact

Significant cumulative impacts are only expected for one viewpoint, Viewpoint 15 on Monash Way. Viewpoint 15 will experience a simultaneous cumulative impact, as the Project and the Marinus Link Project will result in an increase in the field of view occupied by energy infrastructure. Currently, existing infrastructure is only visible to the north. The development will result in infrastructure also being visible to the east and south, aspects which currently have views of a rural character for the residents.

The sequential cumulative visual impacts for uses of Tramway Road and Monash Way are considered minimal.

7.2.6 Impact of connecting powerline

The centralised location of the powerline between Monash Way and Tramway Road, results in it being visible from a limited number of viewpoints. The most visually exposed location is VP15 on Monash Way. Although effectively collocated with a number of existing powerlines the overall visual impact for this viewpoint is high.

7.3 Lighting impacts

Within the Category A2 area the Project will result in a localised area of slightly increased light intensity. However, this will not result in adverse impacts to surrounding residential viewpoints as it will be of a lower level of intensity than the lighting at the existing terminal station and power station to the north (Category A3).

The establishment of perimeter landscaping will further ameliorate views to already low levels of lighting.

7.4 Amelioration

The analysis indicates that amelioration is only required for viewpoints with an assessed moderate to high level of impact. Strategic perimeter planting around the Project boundary would provide this amelioration. However, given the proximity to the Churchill, and the location of the Project within a "buffer" zone, amelioration planting of the entire project perimeter is recommended.

Additionally, the acoustic fencing around the BESS units and other buildings that result in an aggregated visual mass, should be ameliorated through the use of an appropriate choice of recessive surface colour.

The more slender and articulated form of the components of the switching substation do not require amelioration through the use of non-standard colours.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

APPENDIX A – Photomontages

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright



VP2 – Photomontage - View southwest from Tramway Road to the to the Project – At completion of construction.

Tramway Road BESS

**ADVERTISED
PLAN**

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright



VP2 – Photomontage - - View southwest from Tramway Road to the to the Project - 5 years post landscape amelioration.

Tramway Road BESS

**ADVERTISED
PLAN**

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright



VP2 – Photomontage - - View southwest from Tramway Road to the to the Project – Wireframe overlay.

Tramway Road BESS

**ADVERTISED
PLAN**

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright



VP9 – Photomontage - View north from Tramway Road to the to the Project – At completion of construction.

Tramway Road BESS

**ADVERTISED
PLAN**

ADVERTISED PLAN

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright



VP9 – Photomontage - View north from Tramway Road to the Project - 5 years post landscape amelioration.

Tramway Road BESS

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright



VP9 – Photomontage - View north from Tramway Road to the to the Project – Wireframe overlay.

Tramway Road BESS

**ADVERTISED
PLAN**

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright



VP15 - Photomontage – View from Monash Way to the west of the residence to the Project – At completion of construction.

Tramway Road BESS

**ADVERTISED
PLAN**

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright



VP15 - Photomontage – View from Monash Way to the west of the residence to the Project – 5 years post landscape amelioration

Tramway Road BESS

**ADVERTISED
PLAN**

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright



VP15 - Photomontage – View from Monash Way to the west of the residence to the Project – Wireframe overlay.

Tramway Road BESS

**ADVERTISED
PLAN**

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

ADVERTISED PLAN

Peter Haack Consulting
2/10 Waltham Place
Richmond
Victoria 3121
www.peterhaack.com.au
ABN 15 235 313 089